



DRAFT ENVIRONMENTAL IMPACT REPORT

NEW DEYOUNG MUSEUM

San Francisco Planning Department

1999.455E

DRAFT EIR PUBLICATION DATE: JULY 22, 2000

DRAFT EIR PUBLIC HEARING DATE: AUGUST 24, 2000

DRAFT EIR PUBLIC COMMENT PERIOD:

JULY 22, 2000 TO AUGUST 24, 2000

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July 22, 2000

PUBLIC NOTICE

**RE: DRAFT ENVIRONMENTAL IMPACT REPORT IS AVAILABLE
FOR THE NEW M.H. DEYOUNG MUSEUM PROJECT
PLANNING DEPARTMENT CASE FILE 1999.455E**

A Draft Environmental Impact Report (DEIR) has been published and is available for the New M.H. deYoung Museum Project. It can be picked up at the Planning Department at the letterhead address.

The proposed project would demolish and reconstruct the M.H. deYoung Museum on the site of the existing deYoung Museum in Golden Gate Park. The project would include demolition of eight existing buildings, totaling approximately 230,000 sf, which compose the deYoung Museum and the Asian Art Museum. (The Asian Art Museum will move to the Civic Center.) The new building would include two main levels above grade, one level below grade with a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site. The building would increase current deYoung Museum gallery and exhibition space at the site from the existing 37,000 sf to total about 75,000 sf. The New deYoung Museum would include: approximately 15,000 sf for entry and information areas; approximately 22,000 sf for public services; a total of approximately 34,000 sf for curatorial, conservation and administrative areas, and the textiles center; and approximately 19,000 sf for educational and information uses. The project would remove the 85 existing paved parking spaces for museum staff, currently on the eastern side of the museum, and would not provide replacement parking. The project site is within the P (Public Use) zoning district and within an OS (Open Space) Height and Bulk District; Assessor's Block 1700, Lot 1, bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive and to the west by the Hagiwara Japanese Tea Garden.

A **public hearing** on the adequacy of the DEIR will be held by the Planning Commission on August 24, 2000, in Room 400, City Hall, 1 Carlton B. Goodlett Place, beginning at 1:30 p.m. or later.

You can call 558-6422 the week of the hearing for a recorded message giving a more specific time. You may provide comments on the DEIR in writing rather than attending the hearing. Comments should be addressed to the Environmental Review Officer at the Planning Department and should reference this project.

Public comments will be accepted from July 22, 2000 to August 24, 2000 at 5:00 p.m. or the close of the Public Hearing before the Planning Commission, whichever is later. Comments received at the public hearing and in writing will be responded to in a Summary of Comments and Responses document, which also will contain any revision to the text of the DEIR.

If you have any questions about the **environmental review** of the proposed project, please call Joy Navarrete at 558-5875.



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DATE: July 22, 2000

TO: Distribution List for the New deYoung Museum Project Draft EIR

FROM: Hillary Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the New deYoung Museum Project (Planning Department File No. 1999.455E)

This is the Draft of the Environmental Impact Report (EIR) for the New deYoung Museum Project. A public hearing will be held on the adequacy and accuracy of this document within 30 days of publication of the Draft EIR. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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Written comments should be sent to:

Hillary E. Gitelman, Environmental Review Officer • San Francisco Planning Department
1660 Mission Street, Suite 500, San Francisco, CA 94103

This report was produced on post-consumer recycled paper.

**deYoung Museum Project
Draft Environmental Impact Report**

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I. SUMMARY

A. PROJECT DESCRIPTION

The M.H. deYoung Museum is one of the Fine Arts Museums of San Francisco, along with the California Palace of the Legion of Honor in Lincoln Park. The museum houses numerous art collections representing a variety of cultures, including 19th and 20th century American art as well as collections from Central and South America, Africa, and the Pacific Islands. The proposed project would demolish and reconstruct the deYoung Museum on its existing site at 75 Tea Garden Drive, on the northeast side of the Music Concourse in Golden Gate Park. The project would demolish the eight existing buildings, totaling approximately 230,000 sq. ft., that comprise the existing deYoung Museum and the Asian Art Museum, including the 125-foot-high tower at the museum entrance. Demolition of the building area currently occupied by the Asian Art Museum would occur after this museum is relocated to its new Civic Center building, planned for the end of 2002. The existing Asian Art and deYoung Museums, museum employee parking, and associated landscaped areas occupy an approximately 340,000 sq. ft. site bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive, and to the west by the Hagiwara Japanese Tea Garden.

The New deYoung Museum would include gallery space, a main lobby and courtyard, educational spaces, inner courtyards, café, museum store, observation tower area, curatorial and museum administration offices, a loading dock, art storage and conservation space, and other museum-related uses in one structure oriented in a southwest to northeast direction, the orientation of the adjacent Music Concourse. The New deYoung Museum would include two main levels above grade, one level below grade, with a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site. Overall, the New deYoung Museum would increase the floor area of the deYoung Museum's functions from approximately 230,000 sq. ft. to approximately 300,000 sq. ft. on a smaller footprint than the

existing deYoung Museum and Asian Art Museum. The footprint of the proposed building would be reduced to approximately 91,600 sq. ft., as compared to the existing 136,000 sq. ft. The increase in floor area on a smaller footprint is possible primarily because of the departure of the Asian Art Museum and because the new plans incorporate a full basement and full second floor that the current deYoung facility does not have.

The project would develop and implement a landscaping/restoration plan in consultation with the Recreation and Park Department, consistent with the Golden Gate Park Master Plan. The plan would substantially increase landscaped areas and would add two new programmatic elements: a sculpture garden and a children's garden.

The museum would be served by a vehicle drop-off area and primary entrance lobby on Tea Garden Drive. Additional entrances would allow non-ticketed access to the museum's lobby, education tower, and other special museum areas such as the Piazzoni Mural Room, west from John F. Kennedy Drive and east from the Japanese Tea Garden. The project would remove approximately 85 existing paved parking spaces located on the eastern side of the museum, which are available for use by museum staff only; replacement parking for these spaces would not be provided.

In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act of 1998, which provides for improvements to and landscaping of the Music Concourse area, transit access improvements and construction of an underground parking facility with dedicated access routes from outside the park in or about the Concourse area. Formal proposals for the implementation of this plan have not been formulated. The New deYoung Museum project is not part of the Golden Gate Park Revitalization Act and is proceeding independently. Parking for the deYoung Museum and other park and Concourse facilities would continue to be provided in the Concourse area and on streets nearby unless and until the underground parking facility is designed, approved, financed, and constructed.

The project site is within a P (Public Use) zoning district and within an OS (Open Space) Height and Bulk district. Permitted uses in a P zoning district include public structures of the

City and other governmental agencies when in conformity with the *San Francisco General Plan*. There are no specific height and bulk limits in the OS height and bulk district. Height and bulk of buildings and structures are determined in accordance with the objectives and policies of the *San Francisco General Plan*.

B. MAIN ENVIRONMENTAL EFFECTS

The Initial Study, published on May 6, 2000, found that the project would not cause potential significant environmental effects in the following areas: land use, light and glare, noise, population, utilities and public services, biology, geology and topography, water, energy and natural resources, construction-related air quality, hazards, and cultural resources, and therefore required no further analysis of these potential effects in the EIR (see Appendix A, p. A.1, for the Initial Study). Land use is included in the EIR for informational purposes. Other topics included in this EIR and analyzed to determine potential significant environmental effects include visual quality, shadows, transportation issues, air quality, and growth inducement.

LAND USE, PLANS AND ZONING (p. 17)

The project site is within Golden Gate Park in an area that is characterized by a concentration of museum, educational and recreational uses clustered around the Music Concourse. The Music Concourse area of Golden Gate Park has supported museum, educational and recreational uses since its development for the San Francisco Mid-Winter Fair in 1894. The Music Concourse is open space characterized by regularly spaced trees, seating and other landscape improvements several feet below the main roadway grade, bordered by Tea Garden Drive and Concourse Drive. The Music Concourse area includes the Hagiwara Japanese Tea Garden, directly southwest of the deYoung site, and the California Academy of Sciences, across the Music Concourse southeast of the project site.

The project would replace the existing Asian Art and deYoung Museums with an expanded deYoung Museum and would not introduce a new or different land use on the site. While the project would increase the overall floor area of the deYoung Museum, it is not anticipated to substantially intensify current activity levels on the site. Annual visitorship is projected to return to pre-1997-1998 levels when the deYoung and Asian Art Museums attracted approximately 574,000 visitors annually. Since 1997, attendance at both museums has declined to approximately 300,000 annual visitors. The project sponsor has attributed this decline to the deYoung Museum's loss of Federal indemnification, which has precluded the museum from hosting major exhibitions. The project sponsor has projected attendance at a new museum facility at 600,000 annual visitors. That projection is based on consistent average annual visitor levels during years when the deYoung Museum held major exhibitions.

The project would be consistent with uses on the site since the establishment of the deYoung Museum in 1895. The project would continue to be part of the cultural and recreational activities around the Music Concourse. The Golden Gate Park Master Plan assumes that the museums, including the deYoung Museum, remain as existing facilities in the park, and the policies of the Park Master Plan declare that it is appropriate for the museums to remain in the park. The project would not divide or disrupt an established community and, as concluded in the Initial Study, would not have a significant effect on land use. The City Planning Commission, in its review of the project, would consider its consistency with applicable policies of the *San Francisco General Plan*.

VISUAL QUALITY (p. 27)

The proposed project would demolish the eight buildings that compose the existing deYoung Museum and Asian Art Museum and reconstruct the deYoung Museum as one structure on the project site. The existing structures on the project site range from approximately 29 to 40 feet in height, with the deYoung Museum tower approximately 125 feet high near the museum entrance along Tea Garden Drive. The proposed project would increase the overall height of the deYoung Museum with a varying roof height ranging from 33 to 48 feet; a 160-foot tower would rise above the northeast corner of the new building. The proposed project would also

reduce the building footprint area by approximately 44,400 sq. ft., to about 91,600 sq. ft., and would decrease the length of the building facade along Tea Garden Drive by approximately 80 feet, to about 420 feet.

The project would alter views of the site from the Concourse, Tea Garden Drive, and John F. Kennedy Drive, and would replace views of the existing deYoung Museum and Asian Art Museum buildings. The change in views would not substantially degrade or obstruct scenic views from public open space or plaza areas within Golden Gate Park and would be consistent with elements of the Golden Gate Park Master Plan including the Park Landscape Element as they relate to visual quality. The proposed tower would be partially visible from areas outside the park, such as north of Fulton Street and other adjacent neighborhoods; however, views of the tower from public streets and from private residences would be partially screened by trees and would not be considered significant. The proposed structure would have an overall scale, massing and continuous frontage along the Music Concourse similar to, but shorter than, the Academy of Sciences. The project would change the visual character of the north side of the Music Concourse by adding new landscaping and removing an existing parking lot. It is noted that conclusions of visual quality effects are, to some extent, subjective. While the architectural character of the New deYoung Museum would differ from that of the existing museum, the overall height, scale and massing of the new structure would not demonstrate a negative aesthetic effect on the visual character of the surrounding area. As such, the proposed project would not have a significant adverse effect on visual quality.

SHADOW (p. 39)

City Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K, prohibits the issuance of building permits for structures over 40 feet in height that would cast shade or shadow on property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission (between one hour after sunrise to one hour before sunset at any time of year), unless the City Planning Commission, in consultation with the General Manager of the Recreation and Park Commission, determines that the shade would not have a significant adverse impact on the use of such property. Golden Gate Park is under the

jurisdiction of the Recreation and Park Department and is subject to Section 295. Pursuant to Section 295(c), the Planning Commission and the Recreation and Park Commission have adopted criteria for implementation of the code section for certain downtown parks. However, no formal criteria for the significance of new shadow on Golden Gate Park have been adopted.

The existing deYoung Museum and Asian Art Museum buildings cast shadows in the project vicinity. Overall, the new building would add shade to new landscaped areas around the building itself. Some of these areas are now shaded by the existing museum buildings.

As noted above, no formal criteria for the significance of new shadow in Golden Gate Park have been adopted. Where no criteria have been adopted, the Planning Commission must address, on a case-by-case basis, the significance of new shade or shadows on property under the jurisdiction of the Recreation and Park Commission, taking into consideration the circumstances of each case. Project shadows from the 33- to 48-foot-high main building, and from the project tower, on nearby landscaped areas or on Kennedy Drive would not be considered a significant adverse effect. The tower would shade the lawn and playground area north of Kennedy Drive for about one hour from mid-November to late January, about two and one-half months. That new shading would occur during late fall and winter months, when shade conditions would also be affected by rainy season conditions. Also, mid- to late-afternoon shade on the lawn and playground area would include existing shade from dense, mature tree groves to the west of the open area. Those conditions are assumed to continue as part of the landscape of Golden Gate Park. Overall project shade effects on that area would be limited in terms of duration and coverage, and this would not be considered a significant adverse effect. For these reasons, this EIR concludes that the project shadow would not be significant. This finding is subject to a final determination by the Planning Commission, acting with the advice of the Recreation and Park Commission.

TRANSPORTATION, CIRCULATION, AND PARKING (p. 49)

For the deYoung project analysis, nine intersections were identified as locations most likely to be affected by the proposed project. The study intersections include most of the local

intersections adjacent to the proposed project site, plus those along the main access routes to and from Golden Gate Park. Intersections more distant from the project site were not analyzed as part of this study because project-related traffic would be dispersed among the many local streets farther from the site, and consequently would be less than at the study intersections.

The transportation study quantitatively evaluated operating conditions for the Saturday midday peak hour (generally 2:00 to 3:00 PM), as this is the peak period of visitor activity at the Music Concourse. (Other times of the day and week were assessed qualitatively.) The study intersections outside the park are controlled by traffic signals; the study intersections in the park are all STOP-sign controlled. The five signalized intersections currently operate at LOS D or better during the Saturday midday peak hour conditions (most are at LOS B or C), and the worst-approach at the unsignalized intersections currently operate at LOS D or better. These are considered acceptable conditions in the City.

The person-trip generation analysis was based on an estimate of net-new visitorship to the deYoung Museum following project construction. Current transportation conditions for the museum reflect a visitorship of about 300,000 annually. Long-term visitorship trends prior to 1997 show average annual visitor levels of about 574,000. Both figures represent visitor levels experienced by the deYoung Museum and Asian Art Museum combined. Throughout most of the 1990's, attendance at the two museums was fairly constant, with fluctuations in visitorship due to major exhibits. However, in mid-1997, due to the poor seismic conditions of the buildings, the deYoung Museum lost Federal indemnification for the insurance of traveling exhibitions, which limited the ability of the museum to host major exhibitions. Without these attendance draws, the combined attendance since 1997 has decreased to about 300,000 visitors per year.

With the project, the deYoung Museum expects to have about 600,000 visitors per year, a net increase of 300,000 new annual visitors over post-1997 conditions, and about 25,000 more than pre-1997. This would result in a net increase from current conditions of about 5,200 Saturday daily person-trips during major exhibitions. Visitor levels on Saturdays when no major exhibition is present would be lower. The net new 5,200 visitor trips would include an

estimated 105 inbound and 285 outbound vehicle-trips during the Saturday midday peak hour. All study intersections would continue to operate at the same service levels as with Existing Conditions, except for the unsignalized intersection of Kennedy/Tea Garden, at which the level of service at the worst approach would change from LOS B to LOS D; LOS D would represent increased delays, but is still an acceptable LOS.

An additional analysis was conducted to evaluate the cumulative effects of the project and the planned Music Concourse Garage. The construction of the Music Concourse Garage was authorized with the passage of Proposition J (The Golden Gate Park Revitalization Act) in 1998. Pursuant to Proposition J, the parking garage would contain between 800 and 1,000 parking spaces, and one on-street parking space within Golden Gate Park would be eliminated for each space within the garage. The garage entrance and exit would be situated outside the park and dedicated exclusively for the garage. Due to the preliminary nature of the plans, two potential garage configurations were analyzed with project conditions. With Garage Assumption A, the only access point to the garage would be at Fulton Street/Tenth Avenue. With Garage Assumption B, there would be access from Tenth Avenue and a secondary entrance and exit to the garage from within the park. One entrance would be located at Tea Garden Drive East and an exit would be located at Tea Garden Drive West. Both analyses assume that the garage would contain 1,000 parking spaces (with the corresponding elimination of 1,000 surface parking spaces). In addition, it was assumed that an eastbound right-turn pocket and westbound left-turn pocket would be established to the Tenth Avenue garage entrance to accommodate the increase in turning movements into and out of the garage.

There would be approximately 220 inbound and 160 outbound vehicles to and from the 1,000 parking spaces during the Saturday midday peak hour. The nine study intersections would operate with acceptable service levels with both Garage Assumptions, except for the intersection of Fulton/Stanyan, which would operate at LOS E with the Parking Garage Assumption A conditions. The poor operating conditions at this intersection would be due to the assumption that Garage Assumption A would have only one driveway at Fulton Street/Tenth Avenue. Because the one garage entrance would be on Fulton Street, a majority

of the vehicles to and from the garage would use the streets at the north side of the park and would add substantial traffic through the Fulton/Stanyan intersection.

A year 2015 analysis assumed increases in vehicle traffic, and changes to the existing transportation network and land uses in the project vicinity, which were included in the analysis of the 2015 intersection operation analysis. Proposition B, approved in March 2000, would provide funding to support the rehabilitation of the California Academy of Sciences. The California Academy of Sciences anticipates an attendance increase from about 900,000 visitors to 1.4 million visitors annually, adding visitors to the 2015 conditions. The analysis also includes the implementation of the Golden Gate Park Master Plan, which calls for several changes to the roadway network within and around Golden Gate Park. Changes that may affect the operations of the study intersections include the closure of the Seventh Avenue/Lincoln Way entrance to the Park, the restriping of the intersection of Fulton/Stanyan to provide additional capacity for the northbound right-turn movement, and improvements along Tea Garden Drive.

With 2015 conditions, including a garage consistent with Assumption A, the signalized intersections of Fulton/Stanyan and Fulton/Eighth Avenue would degrade to LOS F. At the unsignalized intersection of Tea Garden/Eighth Avenue, the worst approach at the intersection would operate at LOS E. Chapter IV identifies mitigation measures that would reduce these cumulative traffic effects to less than significant levels. The other intersections would continue to operate at acceptable service levels.

Parking conditions were analyzed in an area generally bounded by Balboa Street to the north, Funston Avenue and Stow Lake to the west, Judah Street and Parnassus Avenue to the south, and Arguello Boulevard to the east. The study evaluated conditions for both Sundays when Kennedy Drive, Eighth Avenue, Tenth Avenue and Conservatory Drive are closed, and on Saturdays when these streets are open and available for parking.

Parking demand includes both long-term demand (typically employee parking) and short-term demand (typically visitor parking). Since the project would not result in a substantial increase

in the number of museum staff members, there would be no increase in long-term parking demand. Short-term parking demand was estimated based on the total net-new daily visitor trips by car, and an average turnover rate. The project would generate a net-new parking demand for about 170 spaces on Saturdays and about 150 spaces on Sundays.

This demand could be accommodated within the parking study area in or near the park. The additional parking demand would result in an increase of the overall parking occupancy to about 86% (from 83%) on Saturday and 93% (from 90%) on Sunday. It should be noted, however, that only a limited number of the parking spaces are directly adjacent to the project site. Therefore, drivers may drive on Tea Garden Drive, King Drive or Kennedy Drive to look for convenient parking spaces. This traffic is taken into account in the intersection analysis.

The project would generate about 95 net-new transit trips (about 25 inbound and 70 outbound) during the Saturday midday peak hour. These trips to and from the project would take one of the nearby MUNI bus or Metro lines and might transfer to other MUNI lines or regional transit services. Based on field observations in late 1999, the nine bus lines and the N-Judah light rail line (all within walking distance) appear to have available capacity during the Saturday midday period that would accommodate project transit trips.

Although the project would generate approximately 390 vehicle trips during the Saturday midday peak hour, it is not anticipated that these additional trips would substantially affect the operations of the 44-O'Shaughnessy line on Tea Garden Drive, as the roadway has sufficient frontage to accommodate bus operations and added vehicle trips or drop-offs.

AIR QUALITY (p. 75)

Project emissions related to operation of motor vehicles of the net-new visitors traveling to and from the site and nominal additional emissions from operation of stationary sources related to the use of electricity and natural gas at the site would be less than the established significance thresholds; the project traffic at congested intersections would not have the potential to cause

localized violations of air quality standards, and the project would not contribute significantly to cumulative air quality impacts.

C. MITIGATION MEASURES (p. 81)

Measures identified in this report to mitigate potentially significant environmental effects are summarized below. Mitigation measures are presented in full in Chapter IV.

TRANSPORTATION

No significant impacts would result from the implementation of the proposed project under the Existing Plus Project conditions. Therefore, no mitigation measures have been identified. However, the following measures would reduce potentially significant cumulative impacts, including those associated with the Music Concourse Garage conditions.

Music Concourse Garage Conditions

With the Music Concourse Garage Assumption A, the intersection of Fulton/Stanyan would change from LOS D to LOS E. To avoid this impact, it would be possible to prohibit the left-turn movement from eastbound Fulton Street to northbound Stanyan Street; this movement is already prohibited on Monday through Saturday (from 4:00 to 6:00 PM).

2015 Conditions

By 2015, it is anticipated that three intersections would operate at unacceptable service levels – the signalized intersections of Fulton/Stanyan and Fulton/Eighth Avenue would operate at LOS F, and the worst approach at the unsignalized intersection of Tea Garden/Eighth Avenue would operate at LOS E. The following changes could mitigate the cumulative conditions at these intersections:

- **Fulton/Stanyan** - Prohibit the eastbound left-turn movement (as discussed under the Music Concourse Garage conditions).
- **Fulton/Eighth Avenue** – With Concourse Garage Assumption A, Eighth Avenue was assumed to become the primary vehicle entrance to this area of Golden Gate Park. There would be a substantial increase in traffic volumes at this intersection, leading to relatively high delays per vehicle at each approach. To improve the operating conditions at this intersection, an additional northbound lane and a westbound left-turn pocket would be needed. To create sufficient right-of-way for these measures, it would be necessary to remove on-street parking at the northbound and westbound approaches.
- **Tea Garden/Eighth Avenue** – With Concourse Garage Assumption A, the increase in traffic volumes at the Eighth Avenue entrance would also result in poor operating conditions at the intersection of Tea Garden/Eighth Avenue. Providing two lanes at the southbound approach would improve the operating conditions to LOS C at the worst approach.

D. ALTERNATIVES (p. 88)

The Draft EIR does not identify project-specific significant environmental effects, and there would be no significant adverse effects of the proposed project that could only be reduced or eliminated by selection of an alternative project design, size, or location. The Alternatives chapter reviews a No-Project Alternative, a Reuse of Existing Museum Buildings Alternative, and Alternative Locations Considered.

ALTERNATIVE A: NO PROJECT

The No-Project Alternative would entail no change to the site. The proposed deYoung Museum would not be built; the existing buildings, including the Asian Art Museum wing that would be vacated when that institution moves to its new location at the Civic Center, would remain on the site. The overall space at the site would remain at about 230,000 sq. ft., including about 37,000 of exhibition space, compared to about 300,000 sq. ft. total space, including 75,000 sq. ft. of exhibition space with the proposed project. Under this scenario, if the deYoung Museum were able to continue to operate at the site, it could operate either within its existing space or with use of the vacated Asian Art Museum space. It is not likely that the

museum could obtain Federal indemnification for traveling art works; major traveling exhibitions would not be mounted at the deYoung Museum in the future. Existing documented deficient structural, utilities, climate-control, seismic, security and life-safety conditions would remain. The No-Project Alternative could lead to one of several scenarios:

- The museum remains open and continues to operate with limited capacity;
- The museum relocates outside of Golden Gate Park; or
- The museum closes, with the collection put in storage. Some parts of the collection could be exhibited in other local museums, or be provided as loans to institutions elsewhere.

If the No-Project Alternative were implemented, not all of the impacts associated with the project would occur. To a large extent, the environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter III. If the museum continued to operate after the Asian Art Museum vacates, it would be on a limited basis due to the deficiencies and limitations of the existing buildings. Visitorship would decline with the loss of the Asian Art Museum, which draws visitors to both museums (estimated to be approximately 25% of attendance to both museums). Major traveling exhibitions would not be hosted at the deYoung Museum. Land use, urban design and shadow conditions would not change under this scenario. With a decrease in visitorship, transportation impacts would be slightly less. Continuing to operate on a long-term basis would require substantial upgrades, as discussed in Alternative B, Reuse of Existing Museum Buildings, below. Impacts associated with such upgrades would be the same as discussed under Alternative B.

If the museum relocated outside of Golden Gate Park, environmental impacts could occur at the new site selected. An assessment of those impacts would be subject to site-specific environmental review, and could result in similar impacts as those of the project but at a different location. Alternative sites considered for possible relocation of the building and the museum outside Golden Gate Park are discussed below, in Section C.

If the museum closed, in the absence of another occupant, the existing buildings would continue to deteriorate. The absence of a use at this site and continued deterioration would have adverse effects on Golden Gate Park and the Music Concourse in particular, even though the environmental impacts associated with the project would not occur. Closure of the museum would result in the deterioration of the building and the loss of a cultural institution in Golden Gate Park and would change land use conditions in the park. This loss would be considered inconsistent with the *Golden Gate Park Master Plan* and the *San Francisco General Plan* Recreation and Open Space Element, which call for maintaining existing cultural activities in Golden Gate Park.

This alternative would not meet major project objectives to continue museum use at the site in a seismically safe, upgraded facility with space for growing art collections, expanded educational programs, and a state-of-the-art permanent and temporary exhibition spaces.

Future transportation described as conditions with cumulative development, including potential development of the Concourse garage and renovation of the California Academy of Sciences, would occur (see Chapter III, Transportation, p. 69), but without the project. Therefore, this alternative would not contribute to cumulative transportation impacts.

B. ALTERNATIVE B: REUSE OF EXISTING MUSEUM BUILDINGS

The Reuse of the Existing Museum Buildings Alternative would include structural, life-safety, hazardous material remediation, climate control, utilities and security systems, and disabled access upgrades.² The alternative would maintain the existing floor areas and overall configuration of buildings on the site. Overall space would remain at 230,000 sq. ft., compared to 300,000 sq. ft. with the proposed project. For structural reasons, the Reuse Alternative would involve demolition and reconstruction of at least 80% of the interior, as well as portions of the exterior. The rehabilitation would address the structural, life-safety, security, climate-control, utilities and disabled access deficiencies conditions identified in engineering and other studies for the FAMSF.

- Inadequate interior structural columns or walls;
- Shear walls not continuous to the foundation;
- Skylight openings in over 60% of the roof;
- Hollow clay tile walls that provide no structural stability, including many that are cracked;
- Degraded concrete that is cracked or crumbling;
- Unreinforced ceilings, light fixtures, and heating ducts that are held in place only by thin suspended wires;
- The presence of asbestos and other hazardous materials;
- Inadequate fire protection/life safety systems, and emergency exit provisions that do not meet current codes;
- Inadequate climate control systems for maintenance of the art collection;
- Inadequate plumbing, electrical, and security systems that do not meet current codes, or provide latest security technology;
- Limited disabled access to public and office areas.

The FAMSF does not believe this alternative would meet its project objectives, as outlined in Chapter II, p. 1.

If the Reuse Alternative were implemented, some of the impacts associated with the project would occur. Museum uses would continue at the site although the Asian Art Museum would still vacate. With the upgraded building, some increase in visitorship would be expected, although not to the level analyzed for the project. Transportation effects would be similar to, but likely reduced, compared to those described in Chapter III. With re-use of the existing buildings, land use, urban design, and shadow conditions would not change. As with the project, there would not be project-specific significant effects on transportation. In contrast to the project, however, this alternative would not reduce the overall building footprint which enables additional landscaping on the project site.

Future transportation described as conditions with cumulative development, including potential development of the Concourse garage and renovation of the California Academy of Sciences, would also occur with this alternative.

ALTERNATIVE C: ALTERNATIVE LOCATIONS CONSIDERED

A Site Selection Study undertaken by the Museum's Trustees and completed in 1997 reviewed development and location options to accomplish goals of providing a structurally sound, upgraded museum at the following sites in addition to Golden Gate Park:

- The Transbay District
- Mid-Embarcadero - Davis, Clay, Washington and The Embarcadero
- Broadway and The Embarcadero
- Golden Gate Park

The study ranked each of the four alternate sites, based on size, location, accessibility, context, and development feasibility, to identify the strongest potential site. The Transbay District site assumed the relocation of the Transbay Transit Terminal; that proposal is not currently proceeding, and the site would not be expected to be available in the near term. The Mid-Embarcadero Site, available after demolition of The Embarcadero Freeway, is now proposed primarily for open space and a possible Butterfly Conservatory. The Broadway/Embarcadero site, a triangular parcel, is owned by the Port of San Francisco; the Port has offered the site for lease for a hotel development. Of these four alternate sites, rebuilding the museum in Golden Gate Park at the existing deYoung Museum site was the overwhelming choice of the general public expressed during the site review process.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Both the deYoung Museum and Golden Gate Park, which provides the museum's setting, are beloved institutions in San Francisco, about which there is great interest and emotion. For these reasons, planning for a new deYoung Museum has been ongoing for many years, and has been the subject of many public workshops, Board of Trustees meetings, and other public forums. The EIR authors expect public interest in the project to continue, and to result in continuing public discourse about the design of the museum and its setting in the park.

Within the last few years, there has been substantial public controversy associated with proposals to relocate the deYoung Museum from the park, and proposals to extend Sunday road closures or otherwise change access to/through the park. There has also been controversy associated with the parking facility included in the Golden Gate Park Revitalization Act of 1998 (Proposition J). No changes to the museum's location, current roadway closures, or park access are proposed as part of the current project. Similarly, implementation of Proposition J is not part of the current project, and is proceeding independently.

The proposed project design has been presented to the museum's Board of Trustees for review and consideration, and has been the subject of substantial refinement over the last 12 months. It is common for preliminary design proposals to be further refined during the review process, and as a result of final design development. Any notable modifications to the project design would be analyzed to determine whether they would affect information and analysis contained in this EIR. Other than the potential refinements to the project design, which may include further development of the landscaping plan, there are no unresolved issues with regard to the project proposal.

II. PROJECT DESCRIPTION

The Fine Arts Museums of San Francisco (FAMSF) proposes to build a new deYoung Museum in Golden Gate Park. The proposed project would demolish and reconstruct the M.H. deYoung Museum on the site of the existing deYoung Museum in Golden Gate Park. The project would include demolition of eight existing buildings, totaling approximately 230,000 sq. ft., that compose the deYoung Museum and the Asian Art Museum, and removal of the existing 85-space surface parking lot on the north end of the site. The Asian Art Museum wing would be demolished after relocation to their new Civic Center building, planned to occur at the end of 2002. The New deYoung Museum would include gallery space, a main lobby and courtyard, educational spaces, inner courtyards, café, museum store, tower observation area, curatorial and museum administration offices, a loading dock, art storage and conservation space, and other museum-related uses in one structure. The building would include two main levels above grade, one level below grade, a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site. Overall, the New deYoung Museum would increase the floor area of the museum's functions on a smaller footprint than the existing deYoung Museum and Asian Art Museum. The floor area would increase from approximately 230,000 sq. ft. to approximately 300,000 sq. ft. This increase in area on a smaller footprint is possible primarily because of the departure of the Asian Art Museum and because the new plans incorporate a full basement that the current deYoung facility does not have.

A. PROJECT OBJECTIVES

According to the Project Sponsor, the primary goal of building a new deYoung Museum is to provide a safe and up-to-date facility for visitors, staff and the City's art collections.

Consistent with this primary goal is the desire to create a world-class public building that defines the image of the Museum through exciting architecture, design and landscape integration. The Project Sponsor believes that this new museum will trigger a revitalized era

of art, education and culture at the deYoung Museum that would benefit the City and the Bay region. The following are Objectives and Goals of this project:

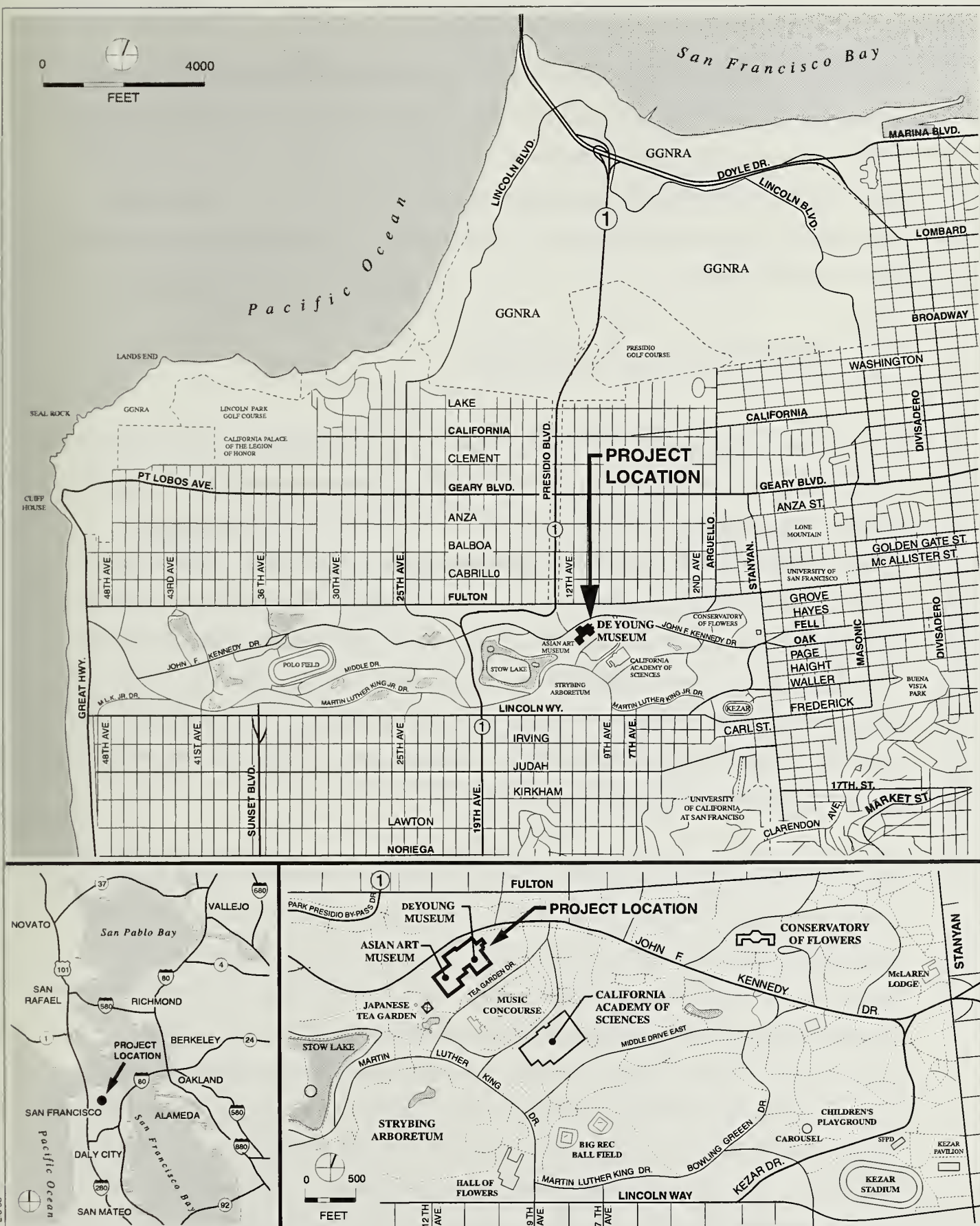
1. **To assure safety** by: providing a seismically safe building for the public, staff, and works of art; creating a facility free from hazardous materials (e.g., asbestos, lead); providing code-compliant, museum-quality systems such as Heating/Ventilation/Air Conditioning, life safety and fire detection/suppression systems; improving staff work areas to meet museum and occupational health and safety standards, providing a state-of-the-art security system; and improving art delivery, movement and handling systems.
 - Goal 1: Provide highest level of protection for visitors and art objects through the use of base isolation.
2. **To improve access** by: increasing convenience and safety for San Francisco residents, regional visitors, and tourists; providing a fully accessible facility for all visitors; and improving access via public transportation and automobiles.
 - Goal 1: Provide multiple entrances and large free zone within the museum to encourage and simplify entry and participation in museum programs.
 - Goal 2: Provide separate entry for school groups directly to education program areas to better accommodate students' and teachers' needs.
 - Goal 3: Provide new visitor drop-off zones for school buses, tour buses, taxis, etc. outside the flow of traffic for more safety.
3. **To accommodate a growing art collection** by: providing adequate, flexible space and expansion opportunity to meet the goals of the Museum's Collection Development Plan; providing an environment that encourages donors to improve and expand the collection through new gifts and purchases; and improving and expanding study, storage and conservation areas.
 - Goal 1: Provide a non-hierarchical and flexible gallery arrangement to provide for the museum's diverse collections.
 - Goal 2: Double exhibition space for the collections to accommodate growth.
4. **To enhance the museum experience** by: providing a setting that welcomes all visitors and establishes the museum as an urban oasis; creating a dynamic identity for the museum that symbolizes its mission, aspirations to excellence, and San Francisco's civic pride; and creating a user-friendly facility that encourages visitation and increases enjoyment of the museum.

- Goal 1: Provide interior courtyards that bring the park and natural light into the museum and provide vistas out into the park to improve the relationship of the museum with the park.
 - Goal 2: Create a new sculpture garden to integrate the park experience with the museum programs and provide a new public amenity.
 - Goal 3: Expand visitor resources by making previously non-public resources open to the public, by creating new library reading room and textile study center.
 - Goal 4: Expand visitor amenities such as coat check, restrooms, rest areas, restaurant and outdoor café space.
 - Goal 5: Create a room to house the Piazzoni Murals removed from the Old Main Library.
5. **To broaden educational services** by: providing multi-purpose educational classrooms and resource center; expanding orientation, information, and interpretive spaces and galleries; incorporating new technologies; expanding the reference library; and expanding and continuing development of “Gallery One,” the children’s gallery.
- Goal 1: Consolidate and expand educational programming into a major feature of the museum such as the tower where it will be both a symbol of the commitment of the museum to education and also an efficient and exciting space.
 - Goal 2: Expand the museum’s ability to offer high school and college educational programs.
 - Goal 3: Provide a children’s program area for younger children that is secure and easily accessible.
 - Goal 4: Provide an outdoor play and education area for children that connects the museum’s programs with the outdoor environment.
6. **To attract popular temporary exhibitions to San Francisco** by: expanding programs to attract and diversify visitors from all communities; and providing exhibitions that enhance visitor enjoyment through exposure to new art ideas and cultures.
- Goal 1: Provide a temporary exhibition facility separate from the collection areas that will provide more flexibility in programming without interfering with the other activities of the museum.

- Goal 2: Provide a state-of-the-art flexible facility that will attract both diverse and world-class exhibitions.
7. **To maintain economic vitality** by: increasing attendance; designing a cost-efficient facility that will minimize operating expenses; expanding earned revenue on all income-producing activities, including admissions, temporary exhibitions, the café, bookstore, auditorium, etc., and increasing rental usage by outside groups, particularly during non-public hours.
- Goal 1: Provide energy-efficient building systems and incorporate to the extent possible sustainable design features and approaches.
 - Goal 2: Provide ready access to features such as the museum store and restaurant without ticketing.
8. **To support the City of San Francisco** by: expanding the museum's contribution to San Francisco's economy through visitor support of local restaurants, hotels, and retail; seeking a compatible and synergistic relationship with the museum's neighborhood(s); and adhering to the policies of the City and County of San Francisco.
- Goal 1: Create a distinctive design that will advance the deYoung as a landmark that serves to attract the local community and visitors alike.
 - Goal 2: Create an outstanding civic amenity at no cost to the taxpayers of San Francisco.

B. PROJECT LOCATION

The project site is at 75 Tea Garden Drive, on the north side of the Music Concourse in Golden Gate Park (see Figure 1). The project site is approximately 340,000 sq. ft. bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive and to the west by the Hagiwara Japanese Tea Garden. The site is within Lot 1 of Assessor's Block 1700, which includes all of the approximately 1,017-acre Golden Gate Park. The parcel is owned by the City and County of San Francisco. Golden Gate Park is under the jurisdiction of the San Francisco Recreation and Park Department. The deYoung site is under the jurisdiction of the Fine Arts Museums of San Francisco. Currently, a portion of the site is used as the Asian Art Museum. The existing deYoung Museum, associated museum employee parking and landscaped areas occupy the remainder of the project site. The existing deYoung Museum and



SOURCE: EIP Associates

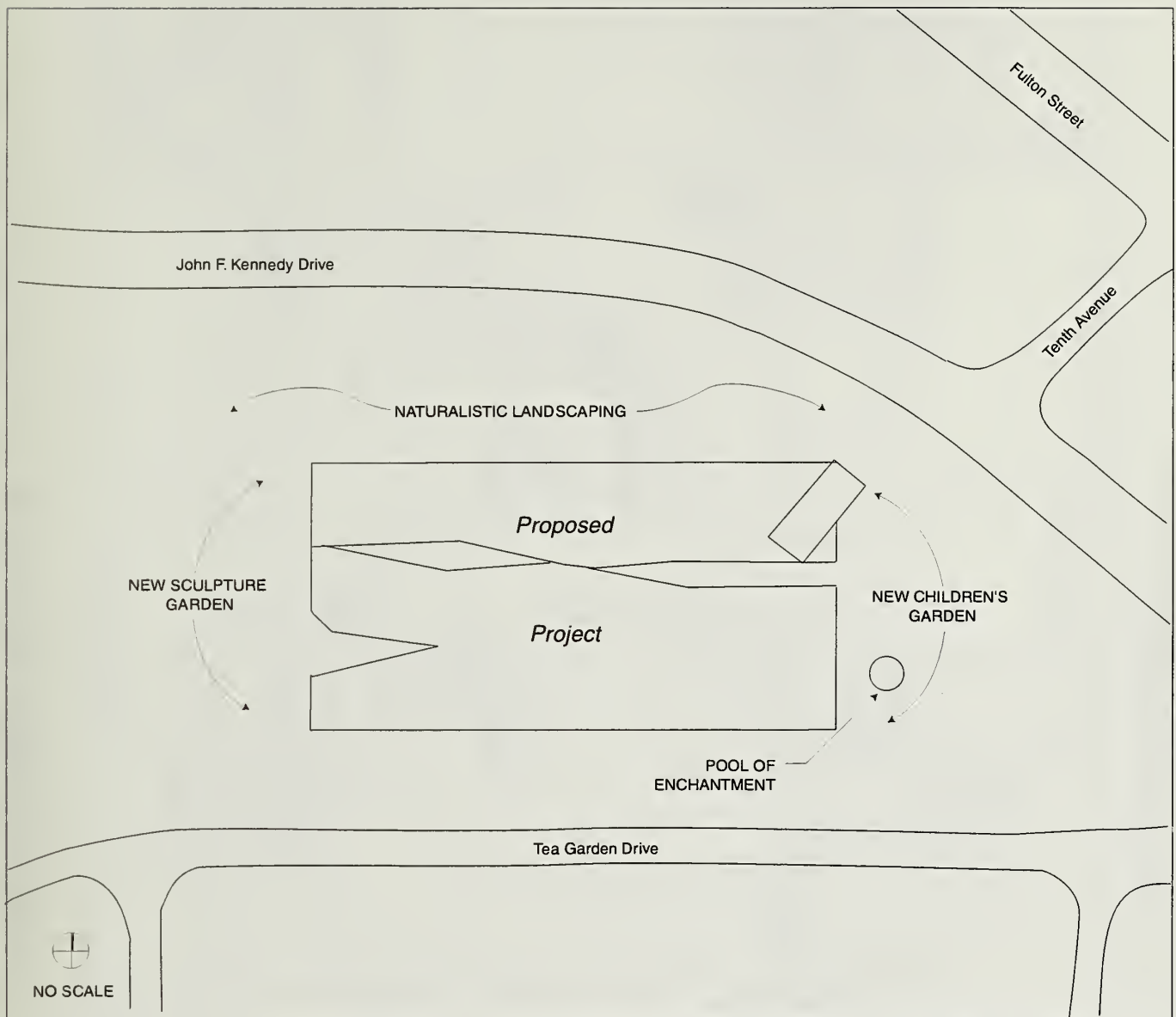
NEW DEYOUNG MUSEUM
FIGURE 1: PROJECT LOCATION

the Asian Art Museum are approximately 29 to 40 feet high with a central 125-foot tower at the entrance of the deYoung Museum; these structures front approximately 500 feet along Tea Garden Drive north of the Music Concourse. The Music Concourse is a formal public open space characterized by regularly spaced trees, seating and other landscape improvements approximately 10 feet below the grade of Tea Garden Drive; the Band Shell is at the west end of the Music Concourse.

C. PROJECT CHARACTERISTICS

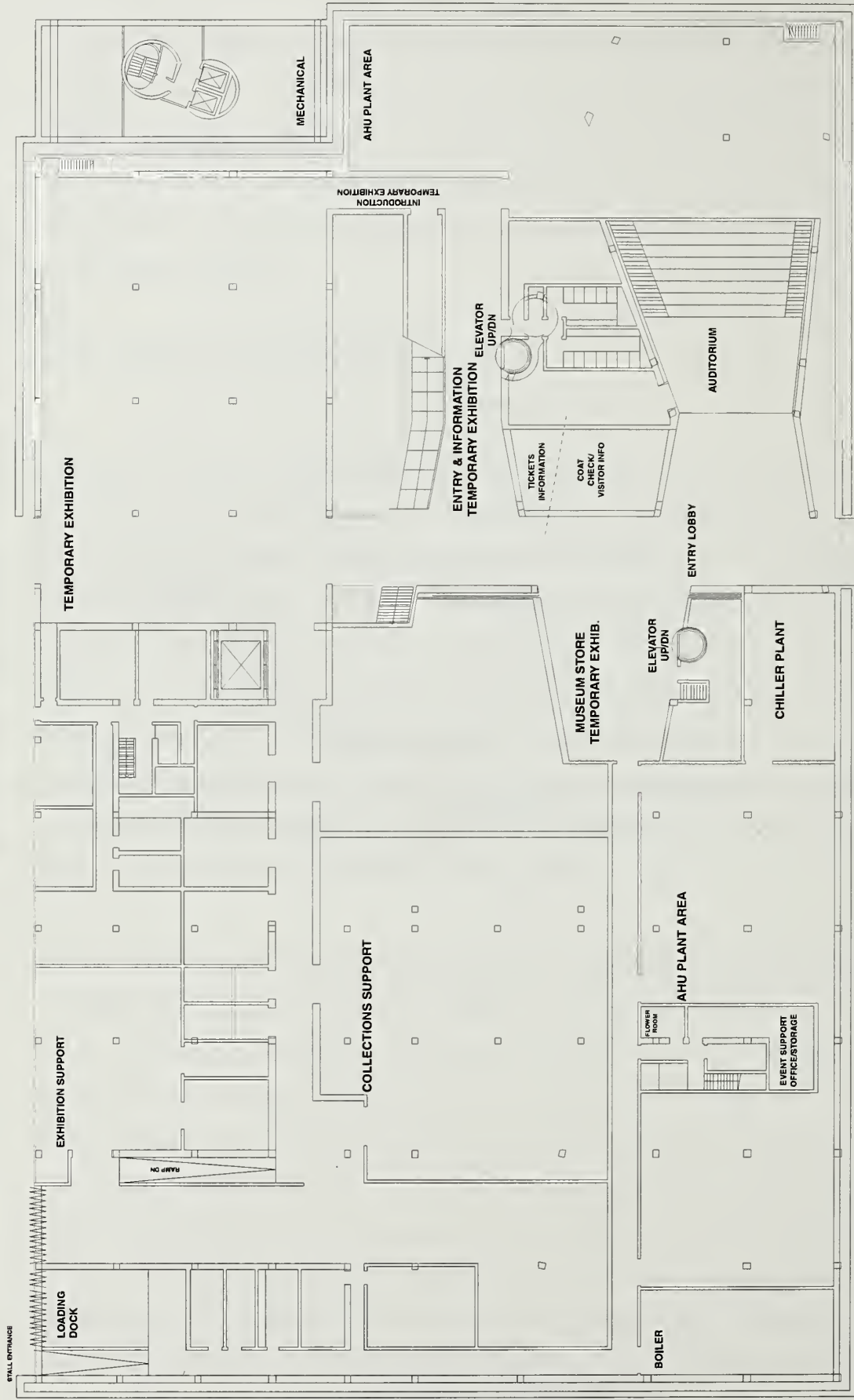
The proposed project would demolish and reconstruct the M.H. deYoung Museum on the site of the existing deYoung Museum in Golden Gate Park. The project would include demolition of eight existing buildings, totaling approximately 230,000 sq. ft., which compose the deYoung Museum and the Asian Art Museum and removal of the existing 85-space surface parking lot on the north end of the site. The Asian Art Museum wing would be demolished after the Asian Art Museum is relocated to its new Civic Center building, planned to occur at the end of 2002. The New deYoung Museum would include gallery space, a main lobby and courtyard, educational spaces, inner courtyards, café, museum store, tower observation area, curatorial and museum administration offices, a loading dock, art storage and conservation space, and other museum-related uses in one structure.

The New deYoung Museum would be oriented in a southwest to northeast direction, the orientation of the adjacent Concourse. Figure 2 shows a conceptual site plan. The building would include two main levels above grade, one level below grade, a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site (see Figures 3 through 6). The existing tower at the entrance of the deYoung Museum is approximately 125 feet in height, and is five feet above grade for a total height of 130 feet from Tea Garden Drive. Overall, the New deYoung Museum would increase the floor area of the museum's functions on a smaller footprint than the existing deYoung Museum and Asian Art Museum. The floor area would increase from approximately 230,000 sq. ft. to approximately 300,000 sq. ft., as shown in Table 1, p. 12. This increase in area on a



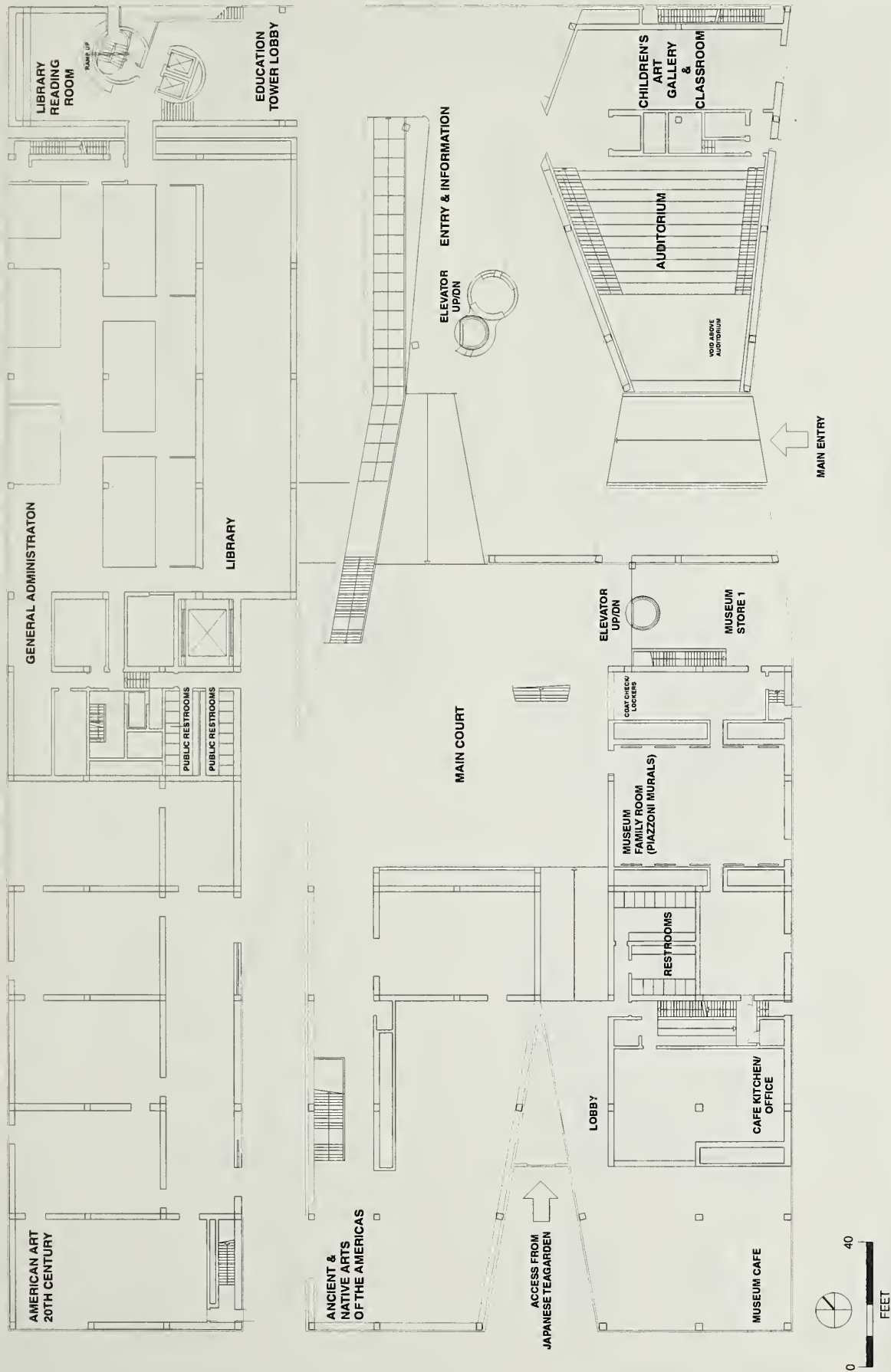
SOURCE: de Young Museum

NEW DEYOUNG MUSEUM
FIGURE 2: CONCEPTUAL SITE PLAN

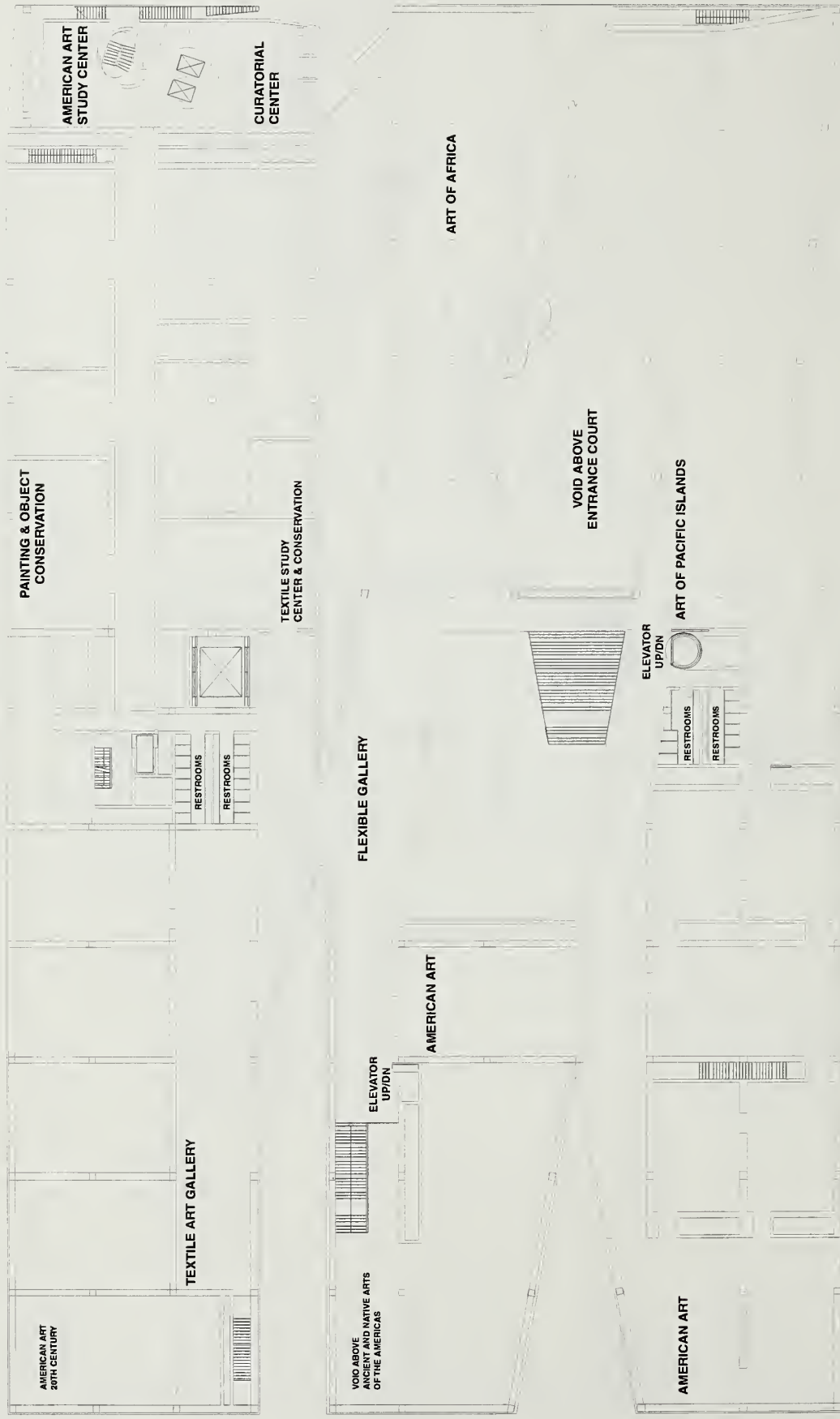


SOURCE: de Young Museum

NEW DEYOUNG MUSEUM
FIGURE 3: BASEMENT LEVEL CONCEPTUAL PLAN

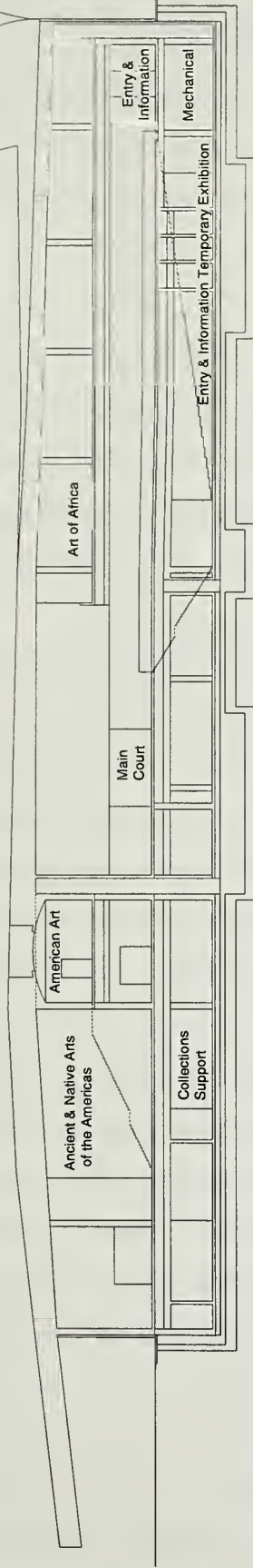


NEW DEYOUNG MUSEUM
FIGURE 4: GROUND FLOOR LEVEL CONCEPTUAL PLAN

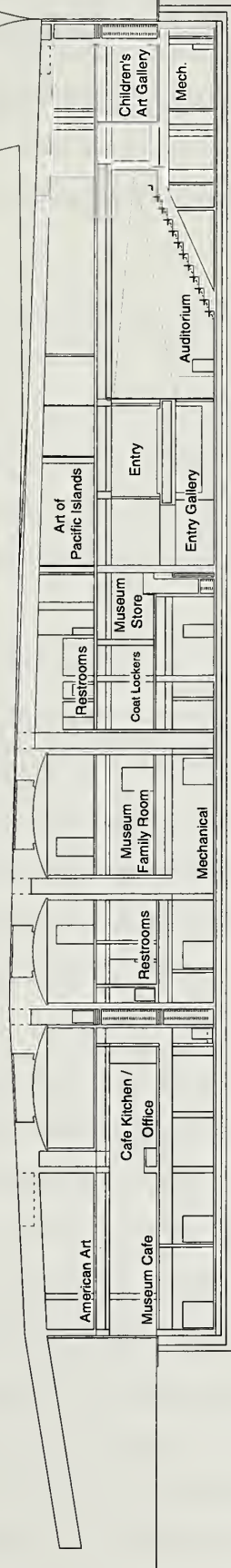


SOURCE: de Young Museum

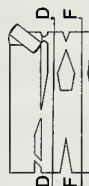
NEW DEYOUNG MUSEUM
FIGURE 5: LEVEL 2 CONCEPTUAL PLAN



LONG SECTION D



LONG SECTION F



NEW DEYOUNG MUSEUM
FIGURE 6: LONGITUDINAL SECTIONS

TABLE 1
NEW DEYOUNG MUSEUM PROGRAM AREA

Uses	Existing	Proposed
Gallery and Exhibition	37,000 sf	75,000 sf
Entry and Information	7,000 sf	15,000 sf
Public Services	11,000 sf	22,000 sf
Curatorial, Conservation, Administration, and Textiles Center	21,000 sf	34,000 sf
Education	7,800 sf	19,000 sf
Other Support Areas	146,200 sf	135,000 sf
Building Heights	40 feet	33-48 feet
	125 foot tower	160 foot tower
Footprint	136,000 sq. ft.	91,600 sq. ft.
Parking	85 staff spaces	—
Total Museum Floor Area	230,000 sf	300,000 sf

Source: Corporation of the Fine Arts Museums of San Francisco

smaller footprint is possible primarily because of the departure of the Asian Art Museum and because the new plans incorporate a full basement and full second floor that the current deYoung facility does not have. The basement level would include an auditorium and temporary exhibition galleries, coat check, loading docks accessible from John F. Kennedy Drive, storage areas, and mechanical operations. The ground floor would include a café, lobby, visitor information area, restrooms, interior courtyards, a museum store, gallery space, a Piazzoni Mural room, a library, and administrative offices. The second floor would have galleries for exhibitions of the permanent collection, a flexible gallery, conservation laboratories, and a textile study center. The Educational Tower would include educational uses with volunteer and docent training facilities, a teacher resource center, a library reading room, artist studio, classrooms, and an observation area. Representative floor plans and building sections are illustrated in Figures 3 through 6, pp. 8-11.

The museum would be served by a vehicle drop-off area and primary entrance lobby on Tea Garden Drive. Additional entrances would allow non-ticketed access to the museum's lobby west from John F. Kennedy Drive and east from the Japanese Tea Garden. Approximately 85 existing paved parking spaces for museum staff, located on the eastern side of the museum, would be removed. The project would not provide replacement parking for these 85 parking spaces.

Excavation for the project would be up to approximately 15 feet in depth to provide the full basement and along the northeast portion of the project in order to allow natural light to enter the basement level. The existing basement, below grade on the northwest portion of the site, would be removed. The proposed project would include excavation of about 65,000 cu. yd. of soil and would fill about 17,000 cu. yd. of the existing basement of the Asian Art Museum.

During construction activities, museum functions, employees and collections would be temporarily relocated to existing sites within the San Francisco Bay area. The employees would be dispersed to a variety of locations depending on the functions they perform. Parts of the deYoung Museum's collection would go out on tour to a variety of venues around the world to make the collections accessible to a broader public during the closure. The balance of the objects would be placed in storage and would not be publicly accessible until the new building opens to the public.

The project would include development and implementation of a landscaping/restoration plan in consultation with the Recreation and Park Department, consistent with the Golden Gate Park Master Plan. The proposed project would include retention of the naturalistic plantings including an existing earth berm, with a row of mature trees atop it along the north edge of the project site along Kennedy Drive behind the existing parking lot. Smaller trees and shrubs covering the area between the earth berm and the sidewalk on Kennedy Drive and along the western edge of Kennedy Drive would be retained or replaced. Existing trees on the site would be saved, relocated or replaced, as determined by a tree survey of the project site and in consultation with the Recreation and Park Department. The palm grove would be retained with the project. The interior courtyards would include new landscaping features. The Pool

of Enchantment would be reconstructed on the site and the existing two Sphinx statues and other sculptures, near the intersection of John F. Kennedy Drive and Tea Garden Drive, would be retained as part of the project. The existing Pool of Enchantment is at the entrance of the deYoung Museum fronting Tea Garden Drive.

In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act of 1998, which is intended to improve and landscape the Music Concourse area, examine transit access improvements, and provides for construction of an underground parking facility with dedicated access routes from outside the park in or about the Concourse area. Formal proposals for the implementation of this plan have not been formulated. The New deYoung Museum project is not part of the Golden Gate Park Revitalization Act and is proceeding independently.

D. PROJECT SCHEDULE, COST, APPROVALS AND GENERAL PLAN POLICIES

Project review and approval is expected to be complete in early 2001. The development schedule includes closure of the deYoung Museum in late 2000, followed by the following major steps:

- | | |
|---|-----------------------|
| • deYoung Museum closes to public | December 2000 |
| • deYoung Museum pack-up | mid-2001 |
| • deYoung Museum site remediation and demolition | early 2002 |
| • Begin New deYoung construction | mid-2002 |
| • Asian Art Museum pack-up and move to Civic Center | late 2002 |
| • Demolish Asian Art Museum | early 2003 |
| • Complete deYoung construction | late 2004 |
| • Reinstall New deYoung | late 2004 to mid-2005 |
| • Complete other site work | early 2005 |
| • Open New deYoung Museum | mid-2005 |

Construction, including demolition, foundation, structure, facade and interior work, would last about 36 months. The estimated building construction cost is about \$72,000,000, with additional costs for temporary storage, site development, new exhibit development and other costs.

APPROVAL REQUIREMENTS

The following actions and consultations would need to be undertaken to implement the project:

Planning Commission/Planning Department

- Certifies Final Environmental Impact Report.
- Adopts CEQA findings.
- Adopts Mitigation Monitoring Program.
- Determines consistency of the project with the General Plan.
- Determines consistency of the project with Planning Code Section 101.1 Priority Planning Policies.
- Makes determination under Planning Code Section 295 that any new shadows cast by the project on property under the jurisdiction of the Recreation and Park Commission between the hours of one hour after sunrise and one hour before sunset is insignificant.

Zoning Administrator

- Considers parking variance.

Recreation and Park Department

- General Manager, after consultation with the Recreation and Park Commission, reviews and comments on the shadow determination under Planning Code Section 295.
- Consults with Project Sponsor on landscaping and restoration plans.
- Consults with Project Sponsor on project access plans.

Board of Trustees of the Fine Arts Museums of San Francisco

- Reviews and considers the Final Environmental Impact Report and adopts mitigation measures for which it is identified as responsible for implementing under the Mitigation Monitoring Program.
- Reviews the progress of the project planning at appropriate stages and approves the final project design and implementation.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed July 12, 1999 and supplemented with additional program (floor area) and design information in August 1999 and March 2000. On the basis of an Initial Study published on May 6, 2000, the San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less than significant level by mitigation measures included in the project and thus required no further analysis: light and glare; population; employment and housing; noise; construction-related air quality; utilities and public services; biology; geology and topography; water; energy and natural resources; hazards; and cultural resources. Therefore, the EIR does not discuss these issues (see Appendix A, p. A.1, for the Initial Study). The Initial Study also found that the land use changes would not cause potential significant environmental effects and required no further analysis, but noted that this topic would be included in the EIR for informational purposes and to orient the reader.

A. LAND USE, PLANS, AND ZONING

EXISTING LAND USES

The project site is at 75 Tea Garden Drive, on the north side of the Music Concourse in Golden Gate Park (see Figure 1, p. 5). The project site is approximately 340,000 sq. ft. bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive and to the west by the Hagiwara Japanese Tea Garden. The site is within Lot 1 of Assessor's Block 1700, which includes all of the approximately 1,017-acre Golden Gate Park. The parcel is owned by the City and County of San Francisco. While the lands in Golden Gate Park are all owned by the City of San Francisco, the Fine Arts Museums of San Francisco (a department of the City) has, pursuant to the San Francisco Charter, authority over the buildings and lands set aside for its use. Currently, a portion of the buildings on the site is

used as the Asian Art Museum. The Asian Art Museum wing will be vacated after that museum is relocated to its new Civic Center building, planned to occur at the end of 2002. The existing deYoung Museum, museum employee parking and landscaped areas occupy the remainder of the project site.

The project site is within Golden Gate Park in an area that is characterized by a concentration of museum, educational and recreational uses clustered around the Music Concourse. The overall historical landscape character of Golden Gate Park is primarily pastoral and naturalistic; however, the park also includes a series of formal, organized spaces such as the Music Concourse. These formal spaces are generally surrounded by naturalistic borders or transition areas of landscaping that separate these regular, axial spaces from the rest of the park and conceal them from long-range views.

The Music Concourse area of Golden Gate Park has supported museum, educational and recreational uses since its development for the San Francisco Mid-Winter Fair in 1894. The Music Concourse is a formal open space characterized by regularly spaced trees, seating and other landscape improvements several feet below the main roadway grade, bordered by Tea Garden Drive and Concourse Drive. The Music Concourse area includes the Hagiwara Japanese Tea Garden, directly southwest of the deYoung site, and the California Academy of Sciences, including the Steinhart Aquarium and the Morrison Planetarium, across the Music Concourse southeast of the project site. The band shell, or Spreckels Temple of Music, is at the west end of the Music Concourse. Buildings on the project site, including the existing deYoung Museum and the Asian Art Museum, are approximately 40 feet high. The central tower at the entrance of the deYoung Museum is 125 feet high. The California Academy of Sciences is approximately 40 feet high. The northeast-southwest axial plan of the Music Concourse provides short-range views of the buildings and historical landscaping features within the Concourse, such as the formal tree plantings and fountains. Long-range views beyond the formal open space of the Concourse include mature trees and other vegetation.

North of the site, extending to Fulton Street along John F. Kennedy Drive are Golden Gate Park uses including a playground between Eighth Avenue and Tenth Avenue, and the Rose Garden, west of Tenth Avenue. North of Fulton Street is characterized by residential uses with commercial and retail uses primarily along east-west streets such as Balboa Street. South of Lincoln Way, outside of Golden Gate Park, includes residential use and the commercial and retail uses along Ninth Avenue and Irving Street.

Most of the park's permanent structures are in the area east of Cross Over Drive. In addition to the Music Concourse uses noted above, these include the Conservatory of Flowers; Park Headquarters (including McLaren Lodge); the tennis courts and clubhouse; lawn bowling greens and clubhouse; Strybing Arboretum and Botanical Gardens; the Sharon Building, carousel, and Children's Playground; Kezar Stadium and Pavilion; the Park Police and Emergency Aid Stations; the handball courts; Stow Lake Boat House; the Pioneer Log Cabin; and the park maintenance yard and nursery. Landscaping in the eastern portion of the park is designed with meadows, dells, flower gardens, groves, and two waterfalls (Rainbow and Huntington). Stands of trees in this area include native oaks, mixed conifers, redwoods, pines, eucalyptus and other broadleaf evergreens.¹

Overall, the project vicinity is a museum, educational, recreational, and cultural activities and open space area serving residents and visitors. In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act of 1998, which will improve and landscape the Music Concourse area, examine transit access improvements, and construct an underground parking facility with dedicated access routes from outside the park in or about the Concourse area. Formal proposals for the implementation of this plan have not been formulated. The New deYoung Museum project is not part of the Golden Gate Park Revitalization Act and is proceeding independently. In March 2000, voters approved Proposition B, approving bond financing to support renovation of the California Academy of Sciences. Plans for the Academy project are not available, and that project is also independent of the New deYoung Museum project.

The project site is within a P (Public Use) zoning district, and within an OS (Open Space) Height and Bulk district. Permitted uses in a P zoning district include public structures of the city and other governmental agencies when in conformity with the *San Francisco General Plan*. Buildings, structures or additions within Golden Gate Park for the deYoung Museum must be approved by the Fine Arts Museums of San Francisco Board of Trustees. Approvals and actions for various aspects of the project are discussed in the Project Description, p. 15. There are no specific height and bulk limits in the OS height and bulk district. Height and bulk of buildings and structures are determined in accordance with the objectives and policies of the *San Francisco General Plan*.

LAND USE CHANGES

The project would increase the overall floor area of the deYoung Museum; it is not anticipated to substantially intensify current activity levels on the site. Annual visitorship is projected to return to pre-1997-1998 levels. With the departure of the Asian Art Museum, an increase in visitation to the deYoung Museum is expected without increasing visitors to the site. The project would be consistent with uses on the site since the establishment of the deYoung Museum in 1895.

The project would continue to be part of the cultural and recreational activities around the Music Concourse, such as the California Academy of Sciences, the Japanese Tea Garden, and the band shell.

PLAN CONSISTENCY

The Planning Commission and other City decision-makers would evaluate the proposed project against the provisions of the *General Plan* and would consider potential conflicts with the *General Plan* as part of the decision-making process. This consideration of *General Plan* objectives and policies is carried out independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential

conflicts with provisions of the *General Plan* that would cause physical environmental impacts have been evaluated as part of the impacts analysis carried out for other topics in this project EIR and the Initial Study, Appendix A. Any potential conflicts with *General Plan* policies not identified in this EIR could be considered in the project evaluation process and would not alter the physical environmental effects of the proposed project analyzed in this EIR.

Golden Gate Park Master Plan

The *Golden Gate Park Master Plan*, prepared by the Recreation and Park Department, is a comprehensive planning document that includes general objectives and policies for the park, management strategies, and specific objectives and policies relating to the park landscape, circulation, recreation facilities, visitor facilities, buildings and monuments, utilities and infrastructure, park maintenance and operations and special area plans.²

The *Park Master Plan* assumes that the museums, including the deYoung Museum, remain as existing facilities in the park, and the policies of the *Park Master Plan* encourage retention of the museums in the park. Though the museums have been considering a number of possible scenarios, no specific proposals for physical changes to the museums, or relocation of their facilities or operations, are included in the *Park Master Plan*. The *Park Master Plan* includes the Music Concourse Special Area Plan, although the *Park Master Plan* notes that this special area plan has been deferred pending actions by the Concourse Authority established pursuant to Proposition J. The Special Area Plan called for several improvements, some of which have been implemented:

- fountain renovation;
- replanting of trees;
- replacement of lights;
- repair of stairs and paths;
- accessibility improvements;
- bandstand annex improvements;

- creation of a café plaza west of the band shell;
- replacement of a temporary food-vending facility with a permanent structure;
- consolidation of maintenance and parking lot structures; and
- provision of an information kiosk.

The *Park Master Plan* also proposed traffic “calming” measures on Tea Garden Drive, essentially plans to narrow the existing roadway and provide increased pedestrian space and landscape improvements. In the Music Concourse vicinity, the *Park Master Plan* also identifies landscape extensions and single travel lanes on Kennedy Drive, and a Seventh Avenue transit portal at Fulton Street, with a new pedestrian and bicycle entry, and a restored Powell Street Railway structure.

The *Park Master Plan* identifies potential closure of certain nonessential roads in the park. None of these are in the immediate vicinity of the deYoung Museum, but proposed closures would include Conservatory Drive East, from near Fulton and Arguello to Kennedy Drive, the Waller Street entrance at Stanyan Street, Arguello near Kezar Stadium, and the Seventh Avenue entrance near Lincoln Way. These changes, if implemented, would not directly affect traffic access to the deYoung Museum.³

The *Golden Gate Park Master Plan* anticipates continuation of museum uses in the Music Concourse. The Music Concourse Special Area Plan proposes other improvements in the Music Concourse for landscaping, food service, minor roadway changes and other visitor amenities. (As noted, those plans have been deferred pending planning of the Concourse Authority Projects.) The New deYoung Museum would not affect implementation of these Special Area Plan measures. Also, the *Golden Gate Park Master Plan EIR* found that proposed circulation changes near the Concourse would not significantly affect access to the museums.

General Plan Policies

The *San Francisco General Plan* Recreation and Open Space Element includes policies for preserving existing open space; preserving sunlight in public open space; eliminating non-recreational uses and reducing automobile traffic in parks; and making open space accessible to people with special needs. The Urban Design Element policies call for protection of important views, quality of design and relationship to open spaces, increase in visibility of major destination areas, and height and bulk characteristics. The EIR discusses project effects on visual quality and urban design in Section III.B, Visual Quality, and effects on shading of open space in Section III.C, Shadows.

The project would be reviewed by the Planning Department/City Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan*. Some key objectives and policies are noted here; others may be addressed when necessary approvals are sought.

- Objective 2: Develop and Maintain a Diversified and Balanced Citywide System of High Quality Public Open Space.
 - Policy 2: Preserve existing public open space.
 - Policy 3: Preserve sunlight in public open space.
 - Policy 4: Gradually eliminate non-recreational use in parks and reduce automobile traffic in and around public open spaces.
 - Policy 6: Make open space accessible to people with special needs.
 - Policy 10: Develop a master plan for Golden Gate Park. Acknowledge Golden Gate Park's contribution to the diversity of cultural and recreational activities available to residents of San Francisco and the Bay region.

Urban Design Policies

- Objective 1: Emphasis of the characteristic pattern which gives to the City and its neighborhoods an image, a sense of purpose, and a means of orientation.

- Policy 1: Recognize and protect major views in the city, with particular attention to those of open space and water.
- Policy 4: Protect and promote large-scale landscaping and open space that define districts and topography.
- Policy 8: Increase the visibility of major destination areas and other points for orientation.
- Objective 3: Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.
 - Policy 1: Promote harmony in the visual relationships and transitions between new and older buildings.
 - Policy 2: Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.
 - Policy 3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
 - Policy 4: Promote building forms that will respect and improve the integrity of open spaces and other public areas.
 - Policy 5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
 - Policy 6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Arts Policies

- Goal I: Support and nurture the arts through city leadership.
 - Objective I.1: Recognize the arts necessary to the quality of life for all segments of San Francisco.
 - Policy I.1.4: Provide access to the creative process and cultural resources for all neighborhoods, cultural communities, and segments of the city and its population.
 - Objective I.2: Increase the contribution of the arts to the economy of San Francisco.

- Goal III: Recognize and support individuals artists and arts organizations. A combination that is vital to a thriving arts environment.
 - Objective III.8: Strengthen the contribution of arts organizations to the creative life and vitality of San Francisco.
 - Policy III.8.2: Assist in the improvement of arts organizations' facilities and access, in order to enhance the quality and quantity of arts offerings.
- Goal IV: Increase opportunities for quality arts education.
 - Objective IV.9: Advocate and assist in providing arts education programming at all levels.
 - Policy IV.9.2: Strengthen collaborations among artists, arts organization, and teachers, school administrators, and others responsible for arts curricula.
- Goal VI: Enhance, develop, and protect the physical environment of the arts in San Francisco.
 - Objective VI.14: Support the continued development and preservation of artists and arts organizations' spaces.
 - Policy VI.14.2: Support and expand programs directed at enabling arts organizations and artists to comply with City building and safety codes and to rehabilitate arts spaces.

The decision-makers may identify potential conflicts between the project and policies of the General Plan and other plan elements. Those conflicts would not be considered significant environmental effects. During the project approval process, the decision-makers must evaluate and balance the potentially conflicting goals of different General Plan policies and plan elements.

City Planning Code Section 101.1

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which established eight Priority Planning Policies. The policies, contained in Section 101.1 of the City Planning Code, are: (1) preservation and enhancement of existing

neighborhood-serving retail uses and enhancement of resident employment and ownership; (2) protection of existing housing and of neighborhood character; (3) preservation and enhancement of affordable housing; (4) ensure that commuter traffic not impede transit service or overburden street or neighborhood parking; (5) maintenance of a diverse economic base by protecting industrial and service land uses from commercial office development, and enhancement of resident employment and business ownership; (6) earthquake preparedness; (7) landmark and historic building preservation; and (8) protection of open space. Before issuing a permit for any project or adopting any legislation that requires an Initial Study under the California Environmental Quality Act, or adopting any zoning ordinance or development agreement, and before taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

NOTES - Land Use, Plans, and Zoning

1. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, pp. 103 and 107.
2. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, pp. S-1 - S-3.
3. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, pp. S-1.

B. VISUAL QUALITY

The Initial Study, published on May 6, 2000, determined that visual quality effects of the proposed project would not generate significant obtrusive light or glare that could substantially impact other properties (see Appendix A, p. A.1). However, discussion of existing visual quality conditions and changes with the proposed project are included herein. Section II, Project Description, and Section III.A, Land Use, Zoning and Plan Consistency, describe the project location, the existing built environment on the project site and in the vicinity, and planned development.

SETTING

Visual quality is normally comprised of elements such as building scale, height, architectural features and materials, patterns of buildings along street frontages, and views of public open space or plazas or of more distant landscape features such as hills, the Bay or built landmarks, such as bridges. These elements help define the sense of place in a visual context.

In general, the overall visual character of Golden Gate Park varies from place to place as the park includes many diverse bodies of water, landscapes, and buildings of varying ages and styles. The historical landscape character of Golden Gate Park is primarily pastoral and naturalistic; however, the park also includes a series of formal, organized spaces such as the Music Concourse. These formal spaces are generally surrounded by naturalistic borders or transition areas of landscaping that separate these regular, axial spaces from the rest of the park and conceal them from long-range views. Special areas and features of the park including Naturalistic Parkland, Major Meadows and Lawns, Major Recreational Areas, Indigenous Oak Reserves, Special Horticultural Areas, the Strybing Arboretum and Botanical Gardens, and the Music Concourse Area are identified in the *Golden Gate Park Master Plan FEIR* as locally significant recreational and visual resources.¹ The deYoung Museum can be described as sharing a common visual setting with the California Academy of Science and is noted as part of

the Music Concourse Area. These structures flank the Music Concourse and are surrounded by Naturalistic Parkland, including trees and vegetation, outside the Concourse area.

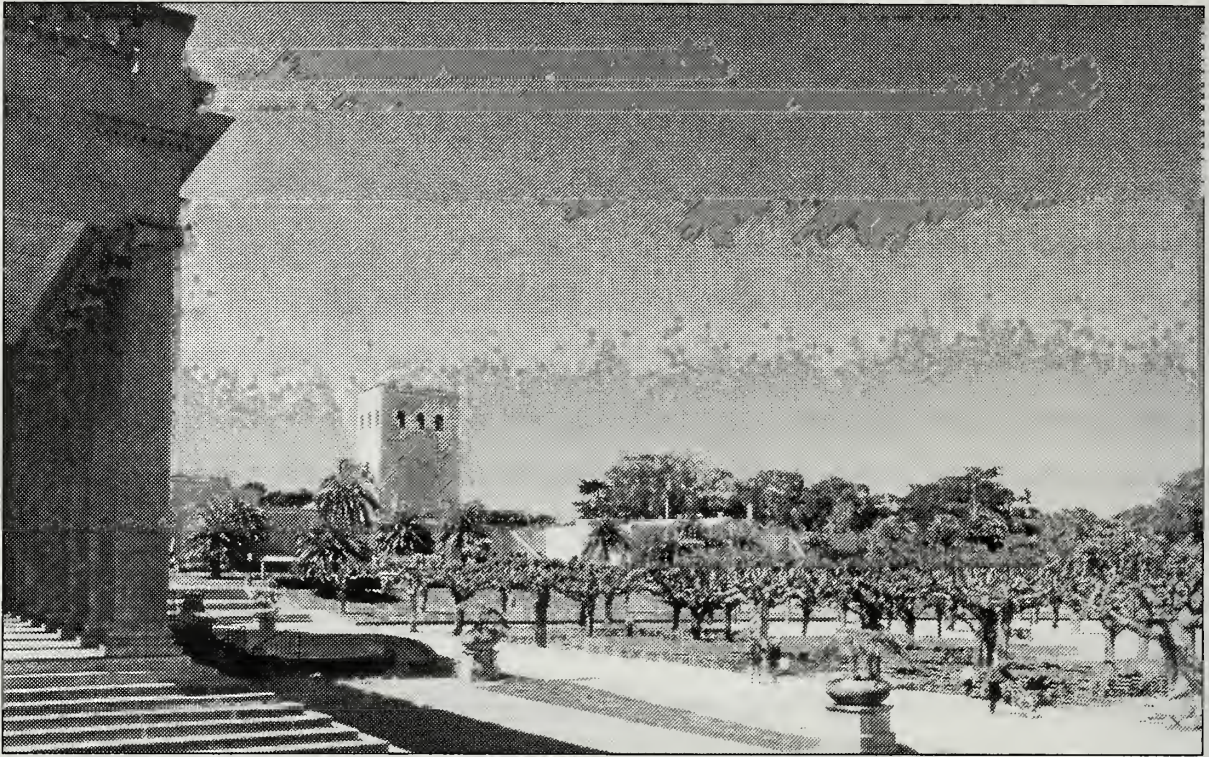
The project site is on the north side of the Music Concourse in Golden Gate Park, bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive and to the west by the Hagiwara Japanese Tea Garden, identified as a Special Horticultural Area in the *Golden Gate Park Master Plan*. Currently, the site is occupied by eight structures that compose the existing deYoung Museum and the Asian Art Museum, museum employee parking and landscaped areas. The existing deYoung Museum and the Asian Art Museum range from 29 to 40 feet high with a central 125-foot tower at the entrance of the deYoung Museum; these structures front approximately 500 feet along Tea Garden Drive north of the Music Concourse. The museum entry is about five feet above grade. The south elevation of the deYoung Museum and Asian Art Museum appears as a continuous elevation finished in stucco, set back from Tea Garden Drive, with an entry courtyard with walkways around the existing Pool of Enchantment at the museum entrance and tower. Landscaping features on the project site include naturalistic parklands with mixed conifers and eucalyptus trees to the north and east of the project site along Kennedy Drive; a meadow northwest of the museum buildings; lawns with a palm grove fronting Tea Garden Drive; and outdoor sculptures.

The project vicinity includes the Music Concourse, a formal public open space characterized by a symmetrical, oval plan, regularly spaced trees, seating and other landscape improvements such as fountains, approximately 10 feet below the grade of Tea Garden Drive; the Band Shell, also called the Spreckels Temple of Music, is at the southwest end of the Music Concourse. The Francis Scott Key monument is at the northeast end of the Music Concourse. The California Academy of Sciences, an approximately 567-foot-long, 40-foot-high building atop a stairway and entrance platform approximately 10 feet above Concourse Drive across the Music Concourse, is southeast of the project site. The strong northeast-southwest axial plan of the Music Concourse provides short-range views of the buildings and historic landscaping features within the Concourse. Long-range views beyond the formal open space of the Concourse are obscured by mature trees and other vegetation.

Photographs showing representative views of the project site have been taken at four locations in the project vicinity. These views include a view north from the Band Shell at the Music Concourse; a view north across the Music Concourse from near the California Academy of Sciences; a view west on John F. Kennedy Drive from near Tenth Avenue; and a view south on 11th Avenue from near Balboa Street.

Existing views looking north from the Band Shell near the project site include views of the Music Concourse as well as views of the deYoung Museum and Asian Art Museum on the north side of Tea Garden Drive (see Figure 7). As seen in Figure 8, views across the Music Concourse from near the California Academy of Sciences include the existing museums, museum landscaping along Tea Garden Drive, and trees beyond the museums along Kennedy Drive. In Figure 9, View West on Kennedy Drive from near Tenth Avenue, the existing tower and east wing of the deYoung Museum are visible beyond the existing trees. From outside Golden Gate Park, north of the project site on 11th Avenue, views of the existing deYoung Museum tower can be seen from neighborhoods as illustrated in Figure 10, while other portions of the museum building are obscured by dense trees and vegetation within the park along Fulton Street. Distant views from the project site, the Music Concourse and from the Academy of Science are obscured by trees within the park.

Distant views of the project site can be seen from Strawberry Hill, inside Golden Gate Park, but are partially screened by trees and vegetation on the northeast slope of Strawberry Hill and northeast of Stow Lake Drive. As noted in the Golden Gate Park Master Plan EIR, views within the park are generally “intimate” rather than “panoramic,” due to the “rolling topography and internal spaces bounded by stands of dense trees and vegetation.”² Distant views of the project site from outside the park may be visible from some locations in the Golden Gate Heights neighborhood, UCSF, or from Grand View Park. Views of the project site and existing buildings on the site from Lincoln Way, Stanyan Street, Fulton Street and other nearby locations outside Golden Gate Park are largely obscured by trees within the park and along its perimeter.



EXISTING VIEW

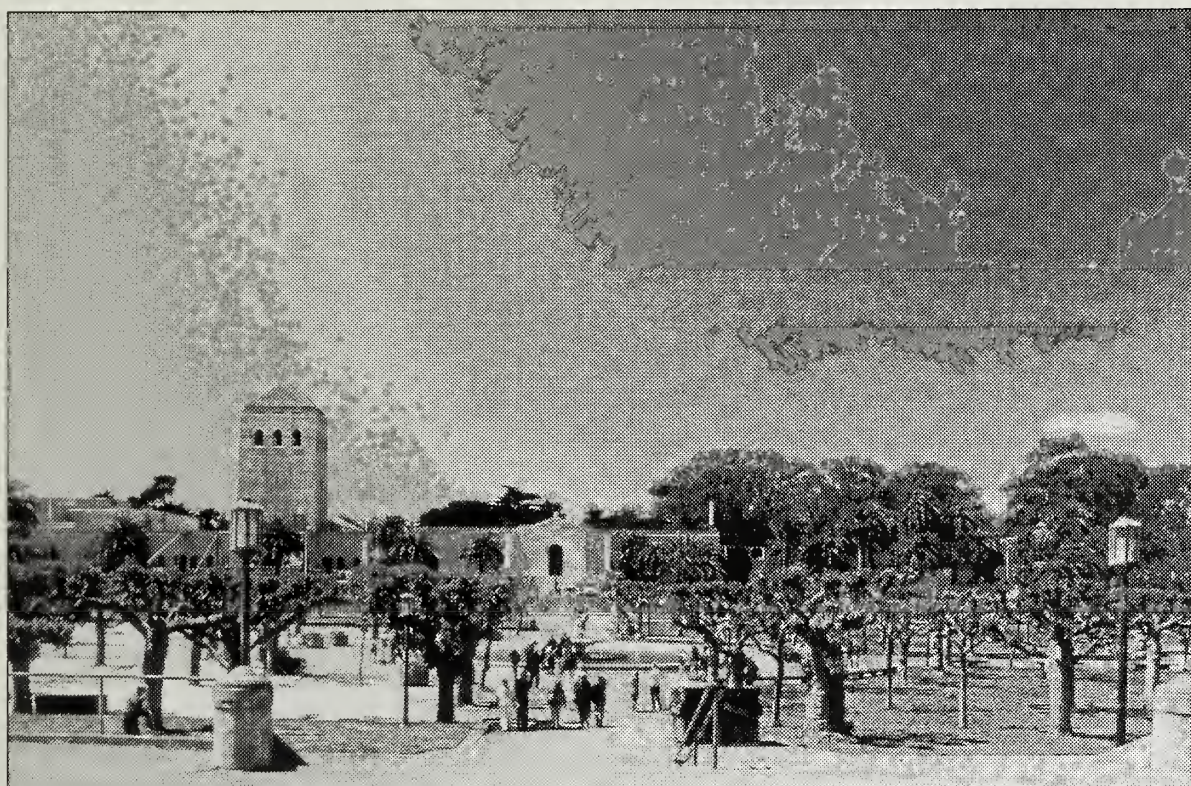


PROPOSED VIEW

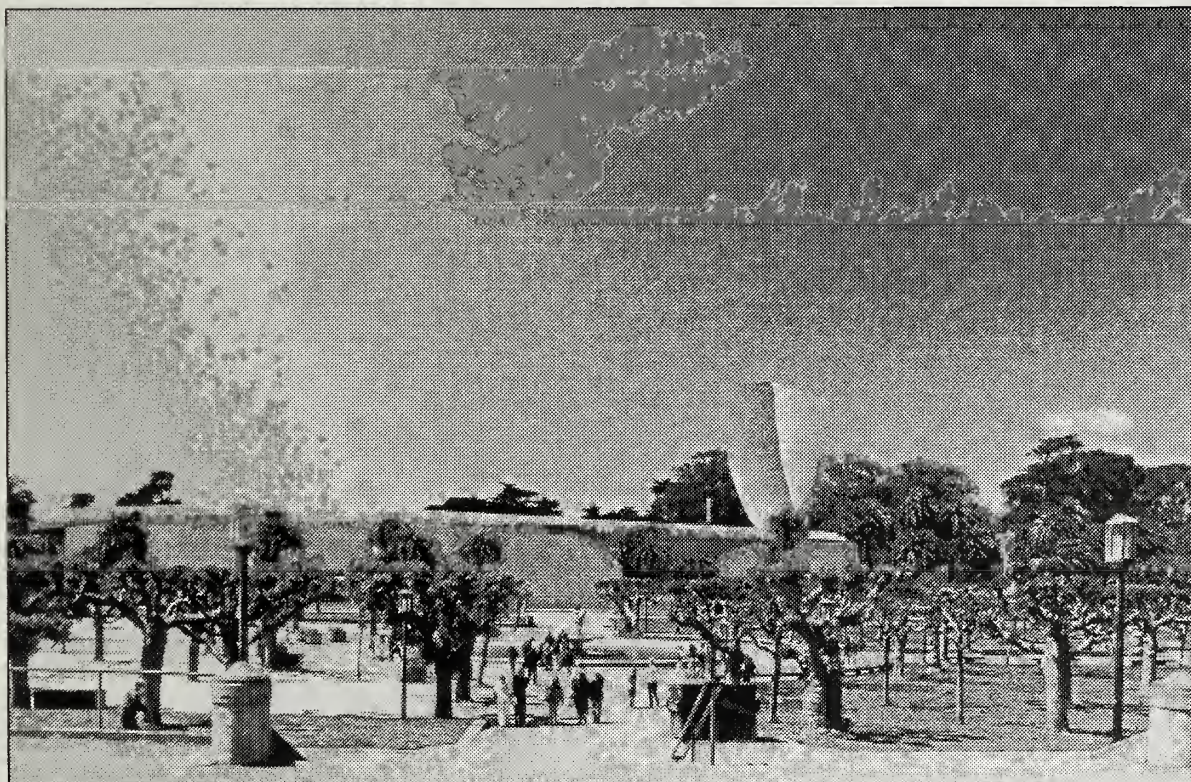
SOURCE: CADD, Inc.

NEW DEYOUNG MUSEUM

FIGURE 7: VIEW NORTH FROM THE BAND SHELL AT THE MUSIC CONCOURSE



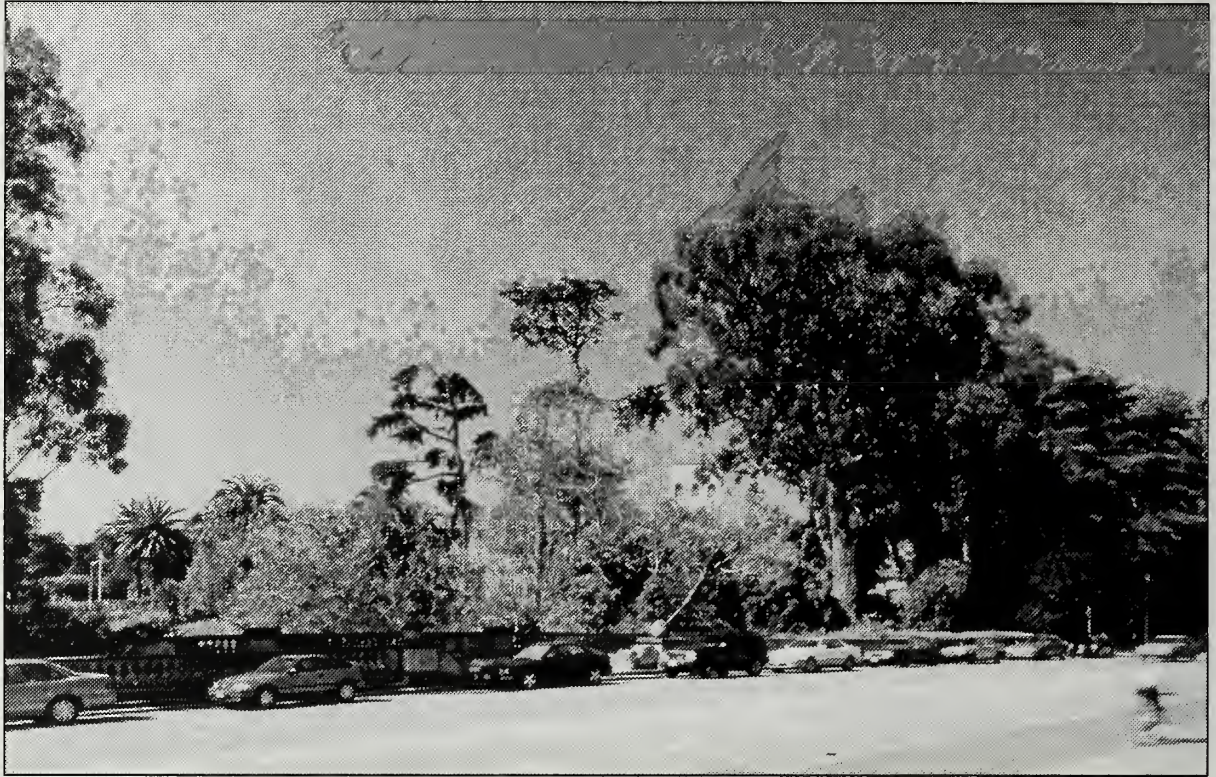
EXISTING VIEW



PROPOSED VIEW

SOURCE CADP, Inc.

NEW DEYOUNG MUSEUM
 FIGURE 8: VIEW NORTH ACROSS THE MUSIC CONCOURSE
 FROM NEAR THE CALIFORNIA ACADEMY OF SCIENCES



EXISTING VIEW



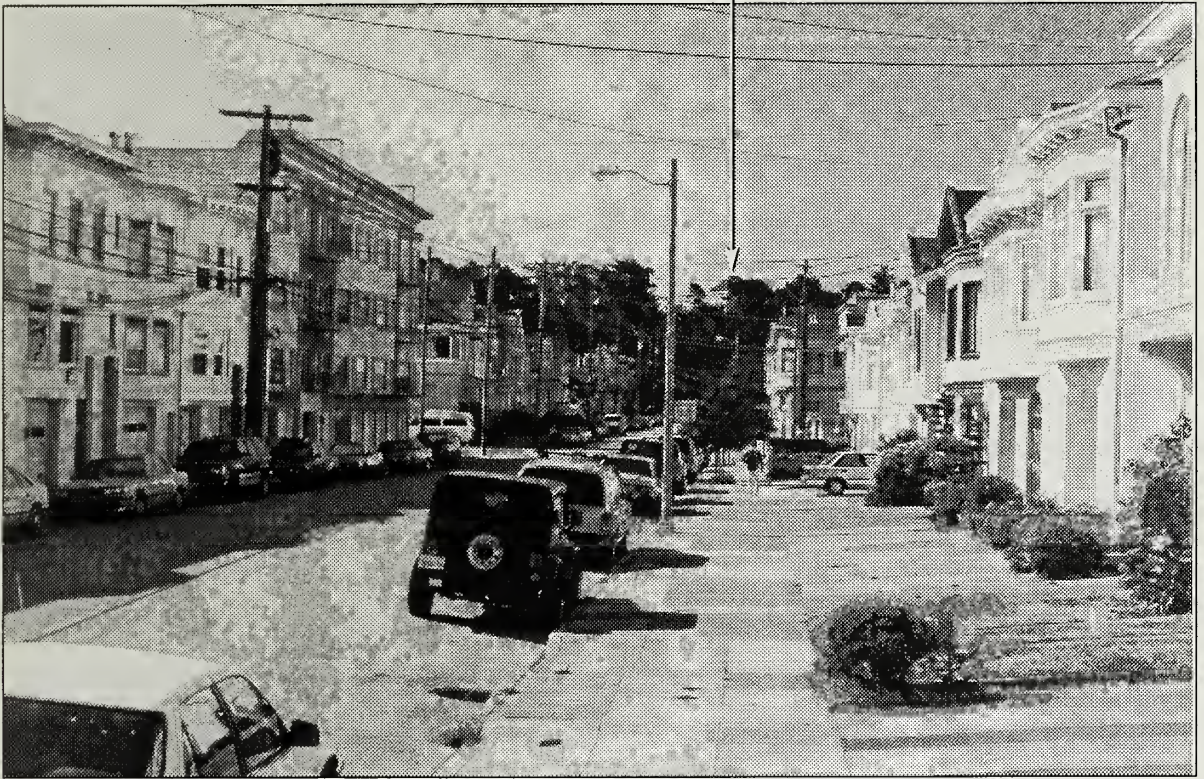
PROPOSED VIEW

SOURCE: CADP, Inc.

NEW DEYOUNG MUSEUM

FIGURE 9: VIEW WEST ON JOHN F. KENNEDY DRIVE FROM NEAR 10TH AVENUE

EXISTING TOWER



EXISTING VIEW



PROPOSED VIEW

SOURCE: CADP, Inc.

NEW DEYOUNG MUSEUM

FIGURE 10: VIEW SOUTH ON 11TH AVENUE FROM NEAR BALBOA STREET

IMPACTS

SIGNIFICANCE CRITERIA

A project may result in significant adverse visual quality impacts if it (1) has demonstrable negative aesthetic effects on the character of the surrounding area, or (2) degrades or obstructs scenic views from public areas.

PROJECT EFFECTS

The proposed project would result in obvious visual changes because it would demolish the eight buildings that compose the existing deYoung Museum and Asian Art Museum and reconstruct the deYoung Museum as one structure on the project site. The proposed project would replace the existing deYoung Museum structures, totaling approximately 230,000 sq. ft. on a 136,000 sq. ft. footprint, with a structure totaling approximately 300,000 sq. ft. on a reduced footprint of approximately 91,600 sq. ft. This increase in area on a smaller footprint is possible primarily because of the departure of the Asian Art Museum and because the new plans would incorporate a full basement and full second floor that the current deYoung facility does not have. The existing deYoung structures range from approximately 29 to 40 feet in height with the deYoung Museum tower approximately 125 feet high near the museum entrance along Tea Garden Drive. The proposed project would increase the overall height of the deYoung Museum with a varying roof height ranging from 33 to 48 feet; a 160-foot tower would rise above the northeast corner of the new building, set back from Tea Garden Drive and the Music Concourse. However, these changes would not degrade or obstruct scenic views from the Concourse and would not result in a significant adverse impact on visual quality.

Visual quality in the project area was assessed based upon how people see and experience the environment. Generally, the perception of visual quality is created by the impression formed when viewing a place from several vantage points. The degree of visual sensitivity and

visibility of the project area is related to those elements that help to define the character and context of the site. With this in mind, a visual survey of the project area was undertaken to assess the existing character of the park, landscaping characteristics, the system of pedestrian paths, streets, and open space, and the quality of the views into the proposed site from public vantage points and circulation routes. While conclusions about visual quality are, to some extent, subjective, the proposed project, with a smaller overall footprint, would not substantially change the defining characteristics of the site and setting, such as the building's orientation on the site and to the Music Concourse, the landscape character, and the pedestrian paths and circulation routes. Therefore, the proposed project would not have a significant effect on visual quality.

Visual simulations developed from four selected view points were prepared relatively early in the building design process, and, therefore, do not include architectural detailing and landscaping and landscape features that would be incorporated in the project. These simulations, seen in Figures 7 through 10, pp. 30-33, illustrate the maximum height and massing proposed for the project site.

As illustrated in Figure 9, p. 32, views of the project site from the Band Shell and the Music Concourse would be altered. The proposed museum would shift the massing of the tower from near Tea Garden Drive, as seen with the existing museum in Figure 9, to the northeast corner of the project site and away from the Concourse. The increased height of the proposed structure would partially obstruct the view of trees, as seen behind the museum structure, along Kennedy Drive; however, existing trees north of the existing Asian Art Museum wing would become visible from this view as the proposed structure would have a reduced footprint and would add landscaped areas west of the structure near the Japanese Tea Garden.

From near the Academy of Sciences, views of the existing museum structures would be replaced with views of the proposed project, as seen in Figure 8, p. 31. Views from this location would be primarily altered with changes in the architectural character of the deYoung Museum and the shift of the building toward the east end of the project site. Views of the

museum structure would be partially screened by trees within the Concourse, depending on time of year and width and height of tree canopies from this view. As with the view from the Band Shell, some views of trees seen north of the museum along Kennedy would be obscured while trees near the Japanese Tea Garden would become more visible at the west end of the project site.

The project would alter the view west on Kennedy Drive from near Tenth Avenue, as illustrated in Figure 9, p. 32, to include a more prominent view of the deYoung Museum; the new tower would be visible in the foreground but would be largely obscured by trees. Existing trees along the perimeter of the project site along Kennedy Drive would be retained as seen in the foreground of Figure 9 and would partially screen the proposed building. In addition, the proposed project would include a loading dock with ingress and egress at Kennedy Drive, near the location of the existing Asian Art Museum loading dock west of Tenth Avenue. The new loading dock would be partially obscured by the berms, varied topography and trees along Kennedy Drive and would not substantially alter views from Kennedy Drive or degrade the pastoral character of the park northwest of the project site.

Nearby views of the project site from outside Golden Gate Park would include views of the proposed Educational Tower. Views to the south from north of the park would include views of the new building, partially screened by trees inside the park and by nearby structures. (Because the new tower would be east of the location of the existing deYoung tower, the new tower would not be visible from the vantage point on 11th Avenue in Figure 10, p. 33.) As with views of existing buildings on the project site, views of the proposed structure would be obstructed by trees within the park and along its perimeter from Fulton Street and other nearby locations outside the park.

Distant views of the proposed tower from outside the park would be visible from some locations in the Golden Gate Heights neighborhood, UCSF, and from Grand View Park.

The proposed project would not change the physical arrangement or use of Golden Gate Park. The project would be accomplished within the existing museum site. The project would not affect the formal landscape character of the Music Concourse itself, and the proposed project landscape plan would not deter the preservation and enhancement of the park's historical landscape character. As noted in Section III.A, Land Use, Plans, and Zoning, p. 21, the proposed project would not affect implementation of Golden Gate Park Master Plan Music Concourse Special Area Plan, such as landscape improvements in the Concourse itself, or traffic "calming" measures on roads in the Concourse vicinity. In these ways, the project would be consistent with the Golden Gate Park Master Plan (see p. 21 for a summary of Park Master Plan Policies).

Overall, the project would alter views of the site from the Concourse, Tea Garden Drive, and Kennedy Drive, and would replace views of the existing deYoung Museum and Asian Art Museum buildings. Landscaping elements along Tea Garden Drive and Kennedy Drive would be retained or replaced, including retaining the palm grove along Tea Garden Drive, in keeping with the existing landscape character of the Music Concourse area. The proposed project would not affect Special Horticultural Areas, including the Hagiwara Japanese Tea Garden, or substantially change areas of Naturalistic Parkland, or other important landscape features or areas as identified in the Golden Gate Park Master Plan. The new building would generally be set back further from Kennedy Drive and would have a smaller footprint than the existing deYoung and Asian Art Museum buildings, providing additional area for landscaping and new locations from which visitors would view and experience park elements and features, such as the proposed Children's Garden. The project would not substantially change the pastoral character of landscape along Kennedy Drive. The change in views would not substantially degrade or obstruct scenic views from public open space or plaza areas within Golden Gate Park and would be consistent with elements of the Golden Gate Park Master Plan including the Park Landscape Element as they relate to visual quality. The proposed tower would be partially visible from areas outside the park, such as from north of Fulton Street and from other adjacent neighborhoods; however, views of the tower from public streets and from private residences would be partially screened by trees and would not be considered significant

adverse effects. The proposed structure would have an overall scale, massing and continuous frontage along the Music Concourse similar to, although shorter than, the Academy of Sciences. (The frontage of the Academy of Sciences along the Music Concourse is approximately 140 feet longer than the proposed deYoung building.) While the architectural character of the proposed deYoung Museum would differ from that of the existing museum, the overall height, scale and massing of the new structure would not demonstrate a negative aesthetic effect on the visual character of the surrounding area. As such, the proposed project would not have a significant adverse effect on visual quality.

NOTES - Visual Quality

1. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, pp. 104-105.
2. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, p. 107.

C. SHADOW

SETTING

The existing deYoung Museum and Asian Art Museum buildings cast shadows in the project vicinity, as shown in Figures 11-15.

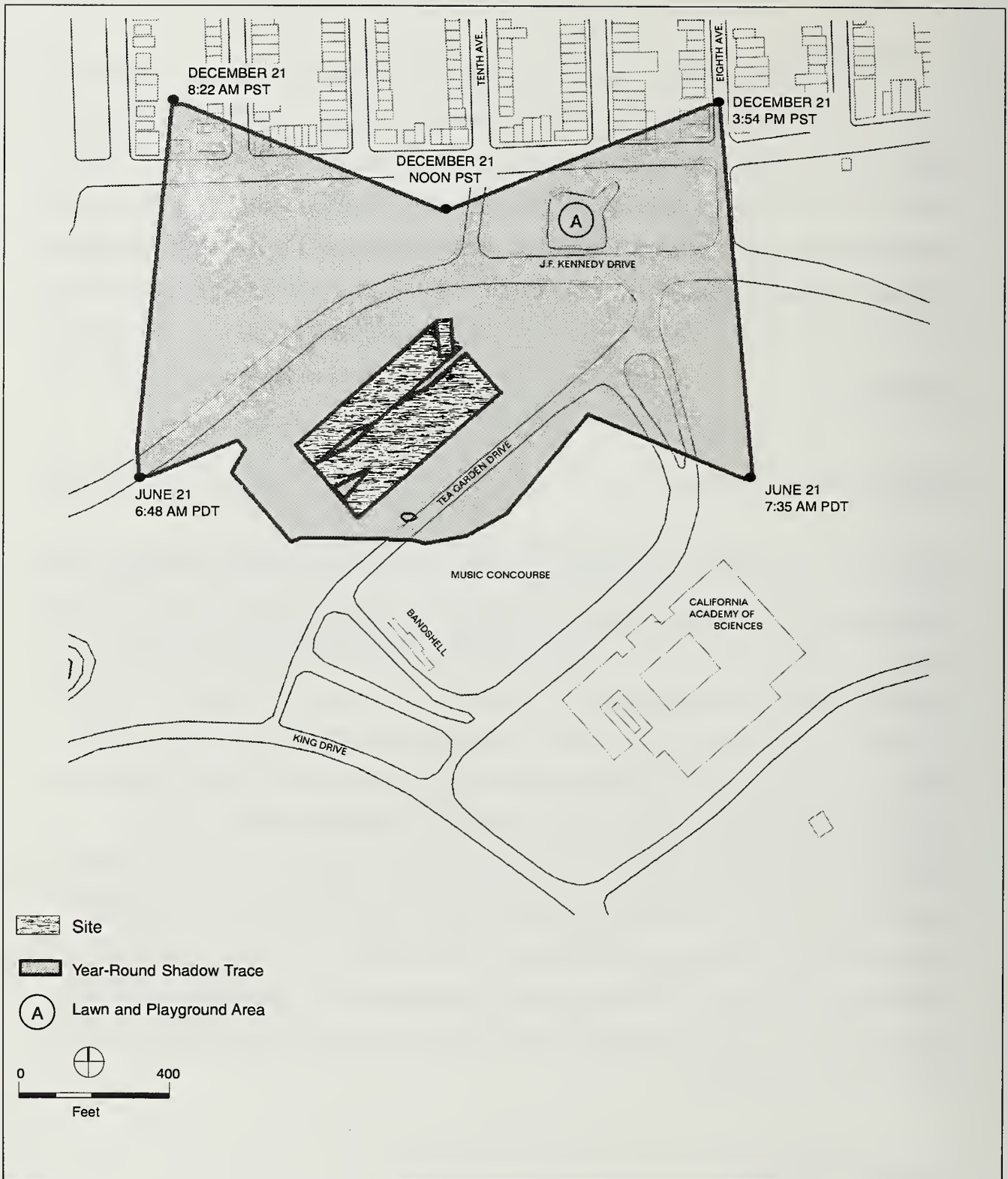
IMPACTS

SIGNIFICANCE CRITERIA

City Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K, prohibits the issuance of building permits for structures over 40 feet in height that would cast shade on or shadow property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission (between one hour after sunrise to one hour before sunset at any time of year), unless the City Planning Commission, in consultation with the General Manager of the Recreation and Park Commission, determines that the shade would not have a significant adverse impact on the use of such property. Golden Gate Park is under the jurisdiction of the Recreation and Park Department, and is subject to Section 295. Pursuant to Section 295, in 1989, the Planning Commission and the Recreation and Park Commission adopted criteria for evaluating the significance of new shadow on 15 parks in the general downtown area. However, no formal criteria for the significance of new shadow on Golden Gate Park have been adopted, requiring case-by-case review, taking into consideration all the circumstances of each case.

SHADOW EFFECTS

Figure 11 shows the maximum year-round extent of the project shadow between one hour after sunrise to one hour before sunset. The figure shows the shadows without other structures in



SOURCE: CADR, Inc.

NEW DEYOUNG MUSEUM
FIGURE 11: YEAR-ROUND SHADOW TRACE

the park, and without regard to existing landscaping or trees in the park. Figure 11 outlines the progression of shadows that would be cast by the new building and tower during the course of the day, from one hour after sunrise to one hour before sunset, throughout the year.

Figure 11 does not illustrate the smaller areas that would be shaded at specific times of day or year, such as those shown in Figures 12-15, below. The figure is primarily a tool for indicating the maximum distance that the new shading could potentially reach. The larger fan-shaped areas are the trace of the tower; the irregular area south of the site is the trace of the main building. The trace does not include areas shaded by the existing museum buildings, which would be within the project shadows.

Figures 12-15 show shadow patterns for existing buildings in the project area (including existing museum buildings on site) and the project for representative times of the day during the four seasons: during winter and summer solstices, when the sun is at its lowest and highest, and during spring and fall equinoxes, when the sun is at its midpoint. Shadow conditions from July through December mirror conditions from January through June (notwithstanding daylight saving time). The times selected for analysis include 10:00 a.m., 12:00 p.m., and 3:00 p.m. Pacific Standard Time (PST) in March and December, and Pacific Daylight Time (PDT) in June and September. The diagrams show existing building shadow and, in different shading, net new shade resulting from the project. The existing shading shown from the deYoung Museum/Asian Art Museum buildings would be removed with the project. In many areas around the deYoung Museum site, mature tree cover creates existing shade. While those conditions are noted below, shadow effects are discussed regardless of existing landscape or tree cover. Existing shade from trees may be one criterion to determine the significance of shadow effects. In addition, the roof extension on the west side of the new building is proposed to be a 50% open screen structure, rather than a solid surface. The diagrams conservatively show new shadow as a solid surface, without accounting for open screening character.

December 21

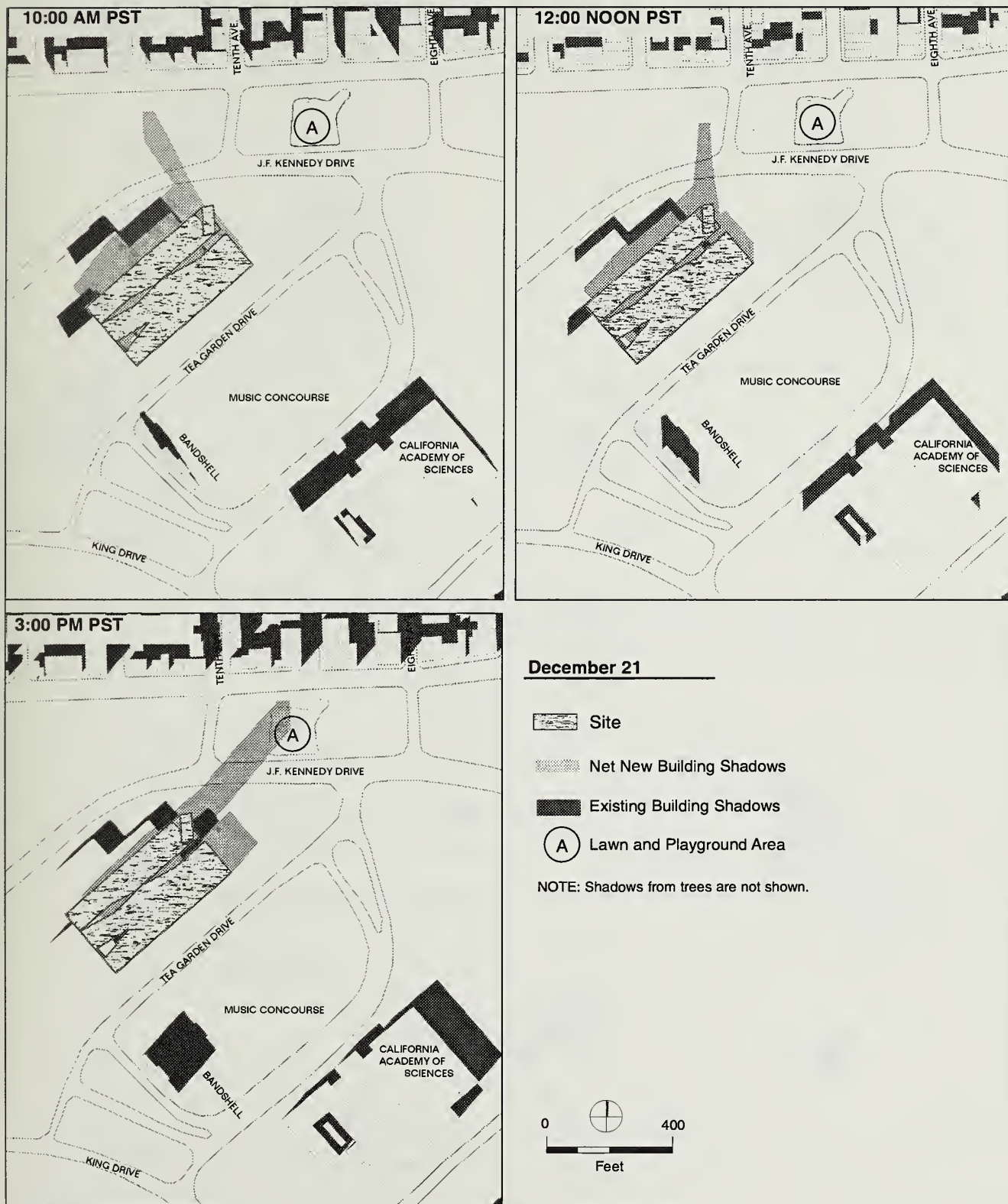
At 10:00 a.m. PST on December 21, new shadow would cover an area about 100 feet wide northwesterly of the new museum, proposed to be new landscaping (see Figure 12, p. 43). The shadow from the education tower would extend about 375 feet north, across Kennedy Drive and on an area of tree cover. At noon in December, new shadow would cover an area about 60 feet wide north of the new museum, and shadow from the tower would extend about 250 feet, across Kennedy Drive and into the area of tree cover west of the Tenth Avenue entrance to the park (see Figure 12). At 3 p.m. PST on December 21, new shadow would cover the eastern entrance area of the new museum; shadow from the tower would extend northeasterly about 500 feet, across Kennedy Drive and on a portion of the playground and lawn area (shown as Area A) between Kennedy Drive and Fulton Street (see Figure 12).

March 21

At 10:00 a.m. PST on March 21, the project would shade a 50-foot-wide area on the proposed landscaped area northwesterly of the new museum building; shadow from the tower would extend 150 feet onto Kennedy Drive (see Figure 13, p. 44). At noon on March 21, the project would shade a 30-foot-wide area north of the museum, and shadow from the tower would just extend into Kennedy Drive (see Figure 13). At 3 p.m. PST, new shade would extend about 50 feet onto the entrance plaza of the new museum; shadow from the tower would extend about 200 feet east to Kennedy Drive (see Figure 13).

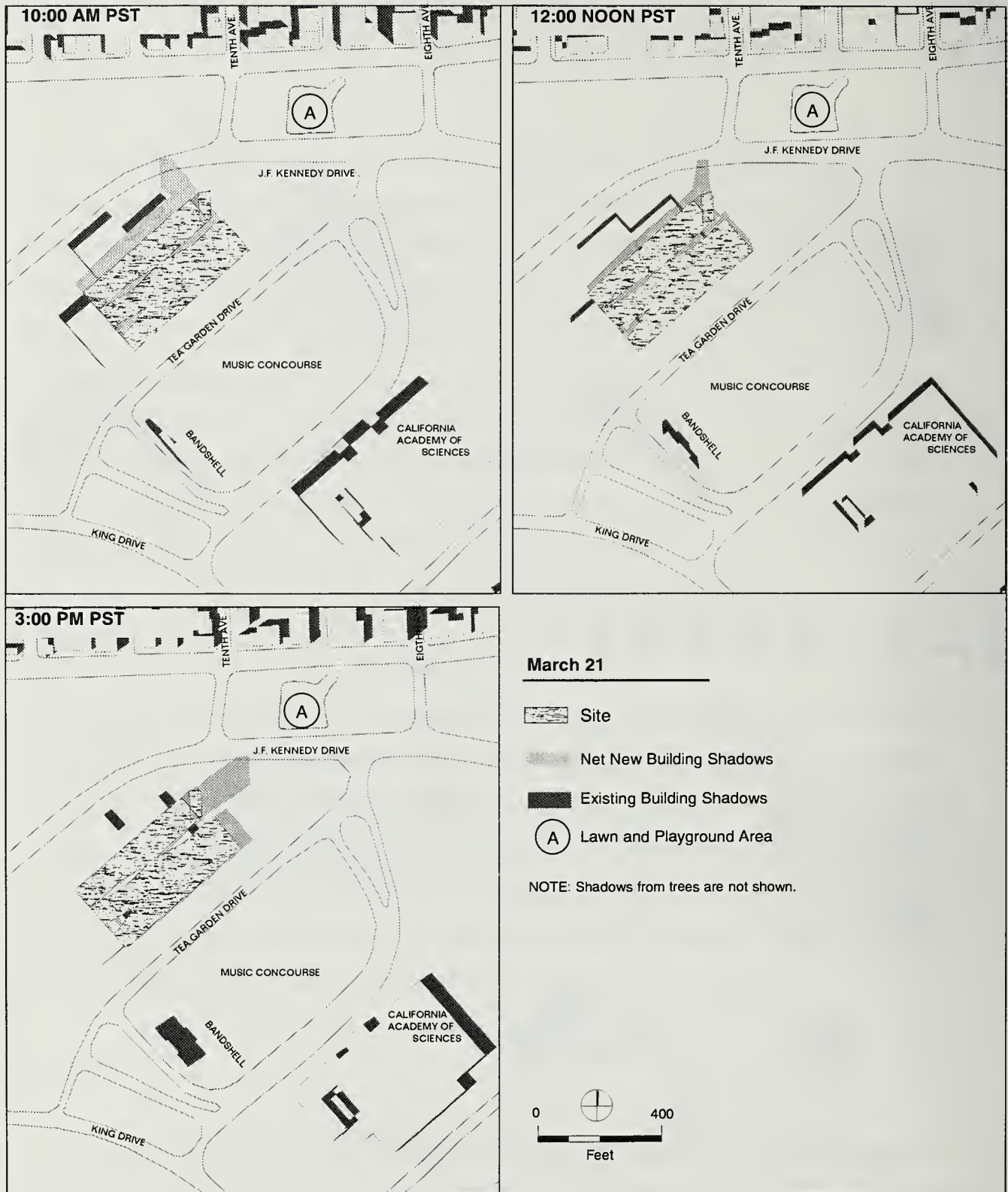
June 21

At 10:00 a.m. PDT on June 21, new shadow would cover about 30 feet around the northerly and westerly frontages of the new museum, and shadow from the tower would extend north about 100 feet (see Figure 14, p. 45). This would shade landscaped areas adjacent to the museum. At noon on June 21, project shadows, including the tower, would reach the northerly



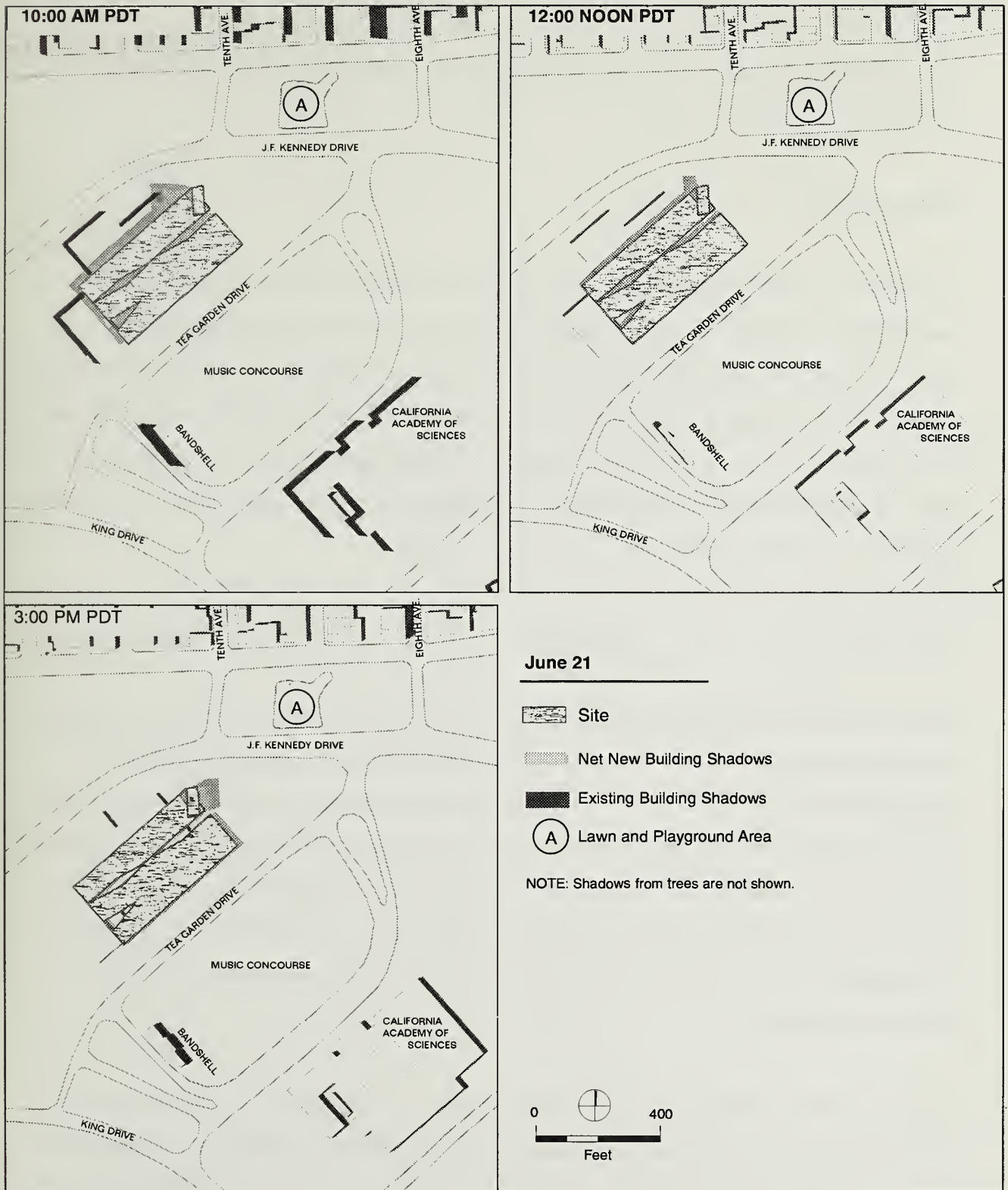
SOURCE: CADP, Inc.

NEW DEYOUNG MUSEUM
FIGURE 12: SHADOW PATTERNS - DECEMBER 21 (10 A.M., NOON, 3 P.M. PST)



SOURCE: CADP, Inc.

NEW DEYOUNG MUSEUM
FIGURE 13: SHADOW PATTERNS - MARCH 21 (10 A.M., NOON, 3 P.M. PST)



SOURCE: CADR, Inc.

NEW DEYOUNG MUSEUM
FIGURE 14: SHADOW PATTERNS - JUNE 21 (10 A.M., NOON, 3 P.M. PDT)

side of the new museum. At 3:00 p.m. on June 21, the building and tower would shade up to 100 feet at the base of the tower.

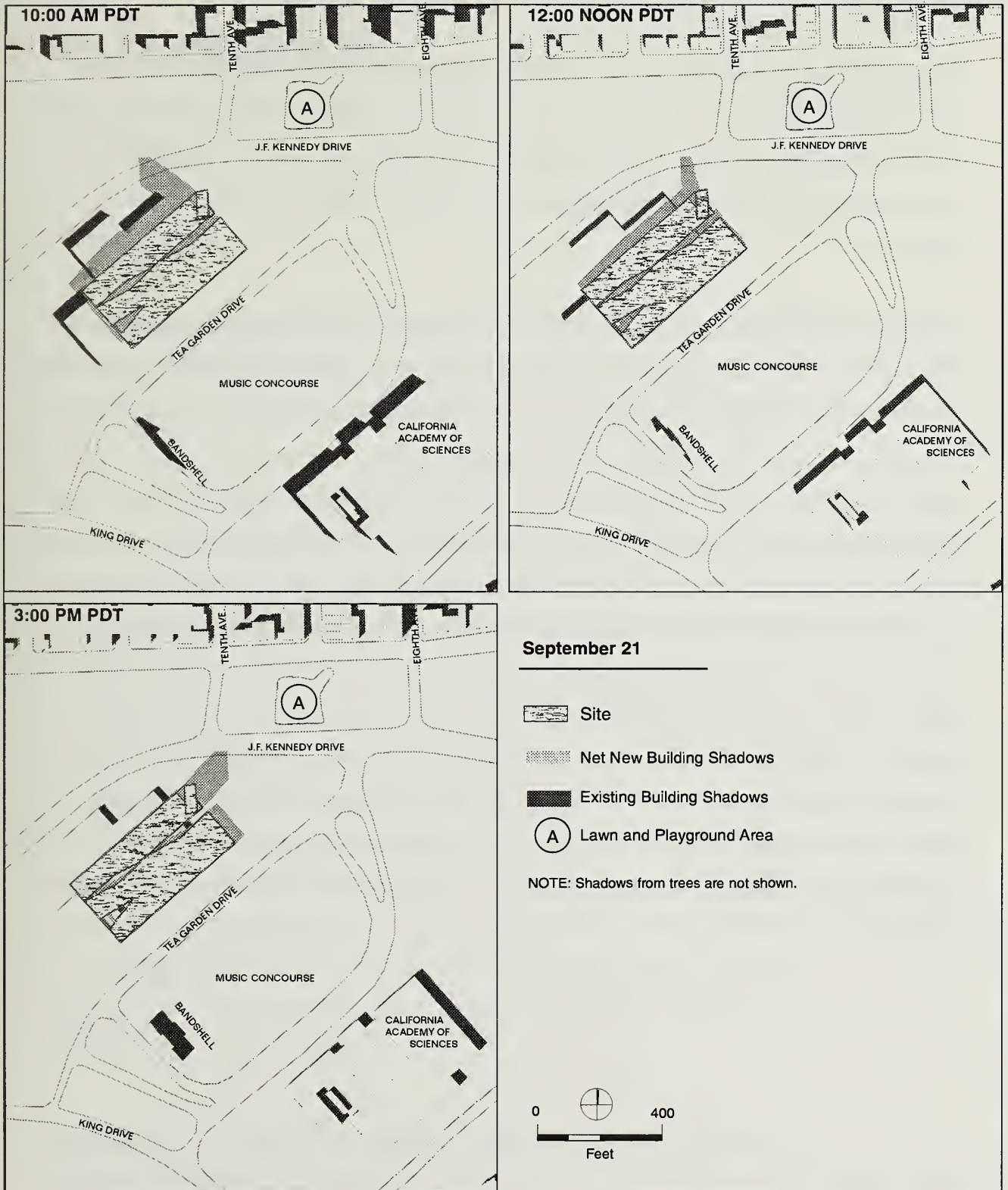
September 21

At 10:00 a.m. PST on September 21, the project would shade a 60-foot-wide area northwesterly of the new museum building; shadow from the tower would extend 200 feet, across Kennedy Drive (see Figure 15, p. 47). At noon on March 21, the project would shade a 40-foot-wide area north of the museum, and shadow from the tower would extend to the south side of Kennedy Drive. At 3 p.m. PST, new shade would extend about 40 feet into the easterly entrance plaza of the new museum; shadow from the tower would extend about 200 feet, to the south side of Kennedy Drive.

Conclusions

Overall, the new building would add shade to new landscaped areas around the building itself. As shown in Figure 12, p. 43, the project tower would shade a portion of the lawn and playground area north of Kennedy Drive between Eighth and Tenth Avenue (Area A), in mid-afternoon in December. Over the course of a year, the tower would shade parts of this area for about one hour, from 3 p.m. to 4 p.m. in the afternoon from mid-November to late January. This does not account for existing shade at those times from tree cover adjacent to the lawn and playground area; that is, there would already be existing shade in some of those areas shaded by the tower.

As noted above, no formal criteria for the significance of new shadow in Golden Gate Park have been adopted. In the past, new shadows have been found to be less than significant if they fall within cumulative limits established by Commission resolution, or if they are “de minimus.” Shadows cast by buildings less than 40 feet in height are considered less than significant. The main museum building ranging from 33 to 48 feet in height, would shade



SOURCE: CADP, Inc.

NEW DEYOUNG MUSEUM
FIGURE 15: SHADOW PATTERNS - SEPTEMBER 21 (10 A.M., NOON, 3 P.M. PDT)

landscaped areas and entrance areas immediately adjacent to the new building itself. These project shadows would not be considered significant adverse effects. Similar shadows are cast by the existing 29-foot to 40-foot-high building on the project site, shown in Figures 12-15. The project tower would shade landscaped areas and parts of Kennedy Drive north of the project site.

As noted above, the tower would shade a portion of the lawn and playground area north of Kennedy Drive for about one hour from mid-November to late January, about two and one-half months. That new shading would occur during late fall and winter months, when shading conditions and use of the area would also be affected by rainy season conditions. Also, during mid- to late-afternoon the lawn and playground area would be substantially subsumed within areas shaded by the existing dense, mature tree groves to the west of the open area. According to the *Golden Gate Park Master Plan*, those forested areas will remain as part of the landscape of Golden Gate Park. These intermittent effects would not affect use or enjoyment of these areas of the park. The playground area is in the northern portion of Area A and is most heavily visited in midday periods. Project shadows would occur in mid to late afternoon. Therefore, overall project shade effects would be limited in terms of duration and coverage. For these reasons, project shadow effects would not be considered a significant adverse impact. The Planning Commission, acting with the advice of the Recreation and Park Commission, will make a final determination under Planning Code Section 295 with respect to project shadows.

D. TRANSPORTATION¹

SETTING

TRAFFIC

The primary regional access to the project is via State Route (SR) 1. SR 1 runs on city streets (including Park Presidio Boulevard, Cross Over Drive in Golden Gate Park, 19th Avenue and Junipero Serra Boulevard), and connects with U.S. 101 to the north and to I-280 to the south.

From the north via Park Presidio Boulevard, drivers must turn right onto an east-west street (such as Cabrillo Street), turn left onto a north-south street (such as 15th Avenue) and turn left onto Fulton Street, because the left-turn restrictions on Park Presidio Boulevard, Eighth Avenue or Tenth Avenue at Fulton then lead to Kennedy Drive in Golden Gate Park and the Music Concourse area. To return to the north, drivers can turn right from Fulton Street to Park Presidio Boulevard. From the south via 19th Avenue, drivers can turn right to Martin Luther King Jr. Drive in the park, Lincoln Way, or Fulton Street. To return to the south, drivers can use Martin Luther King Jr. Drive and turn left onto Cross Over Drive/19th Avenue, or travel south on Ninth Avenue, turn right onto Kirkham Street and then left onto 19th Avenue. From the east, drivers can use I-80 to U.S. 101 (the Central Freeway) to the Fell Street off-ramp, and continue along Fell Street to John F. Kennedy Drive. To return to the east, drivers can use Oak Street to Gough Street and the South Van Ness on-ramp to the Central Freeway. Figure 16 illustrates the local streets providing access to the eastern portion of Golden Gate Park from those regional routes.

Fulton Street is an east-west arterial that extends from the Civic Center area to the Great Highway, and forms the northern border of Golden Gate Park. In the project vicinity, Fulton Street has two travel lanes in each direction and parking on both sides of the street. In the Transportation Element of the *San Francisco General Plan*, Fulton Street is designated as a

SOURCE: Wilbur Smith Associates

secondary arterial between Park Presidio Boulevard and the Great Highway, and is designated as a major arterial² and a CMP Network Street³ between Park Presidio Boulevard and Masonic Avenue. In addition, Fulton Street is designated as a Transit Preferential Street (Secondary Transit Street).⁴ In the vicinity of the project area, there are 10- to 15-foot-wide sidewalks and two-hour unmetered parking provided on both sides of the street.

John F. Kennedy (Kennedy) Drive is a Recreational Street in Golden Gate Park and provides the primary east-west access across the north side of the Park. Kennedy Drive has two travel lanes in each direction for the segment between Eighth and Tenth Avenues, and one travel lane in each direction to the east and west of this segment. Unrestricted on-street parking is generally provided along both sides of the street. Pedestrian paths or sidewalks are also provided on both sides of the roadway, and vary in width (generally 8 to 15 feet wide). Kennedy Drive is identified as a part of the Citywide Bicycle Network (route No. 30) and as a Recreational Street⁵ in the *San Francisco General Plan*. On Sundays and certain holidays, Kennedy Drive is closed to vehicular traffic between Transverse Drive and Kezar Drive and does not provide vehicular access to the Music Concourse area.

Martin Luther King, Jr. (King) Drive is a Recreational Street in Golden Gate Park and is the primary east-west route in the south side of the park. Near the project site, King Drive is a two-way roadway, with one travel lane in each direction. Unrestricted parking is generally allowed along both sides of King Drive; between Middle Drive East and Lincoln Way, there is a No Parking restriction between 6:00 and 9:00 AM. King Drive has pedestrian paths or sidewalks of varying widths (generally 8 to 15 feet wide) on both sides of the street. King Drive is identified as a Recreational Street in the General Plan.

Lincoln Way is an east-west arterial between Stanyan Street and the Great Highway, and forms the southern border of Golden Gate Park. In the project vicinity, Lincoln Way generally has two travel lanes in each direction, with on-street parking and 5- to 12-foot-wide sidewalks on either side of the street. In the westbound direction, on-street parking is prohibited during the weekday PM peak period (4:00 to 6:00 PM) to allow for an additional travel lane. In the

San Francisco General Plan, Lincoln Way is designated as a Major Arterial in the CMP network and part of the Metropolitan Transportation System (MTS)⁶ network between 19th Avenue and Stanyan Street.

Tea Garden Drive, a Recreational Street in Golden Gate Park, provides access to the Music Concourse, deYoung Museum, Asian Art Museum, California Academy of Sciences, and the Japanese Tea Garden. Tea Garden Drive is a one-way roadway that forms a counterclockwise loop between Kennedy Drive and King Drive. The roadway has one travel lane on the east side and two travel lanes on the west side. Approximately 8- to 10-foot-wide sidewalks are provided along both sides of Tea Garden Drive. On-street parking is provided along the eastern loop of Tea Garden Drive with access to a parking area along the Music Concourse (both areas have paid parking on weekends and holidays, only).

Eighth and Tenth Avenues are north-south roadways that are main vehicle entrances into the northwest area of the park, with direct connection to Kennedy Drive. Both Eighth and Tenth Avenues have one travel lane in each direction, with on-street parking generally provided on both sides of the street. No parking is permitted along the east side of Tenth Avenue in the park from 7:00 to 9:00 AM on Monday through Friday. Inside the park, there are 4- to 6-foot-wide pedestrian paths on both sides of the two streets. On Sundays, both Eighth and Tenth Avenues are closed to vehicular traffic between Kennedy Drive and Fulton Street.

Park Presidio Boulevard is a north-south arterial that extends from Fulton Street in Golden Gate Park to SR1 in the Presidio. Cross Over Drive connects Park Presidio with 19th Avenue. Park Presidio Boulevard has three travel lanes in each direction. Left turns are prohibited, with no on-street parking or sidewalks on either side of the street. In the General Plan, Park Presidio Boulevard is designated as a Major Arterial in the CMP Network, is part of the MTS System and is a Neighborhood Connection Street in the Pedestrian Street network.⁷

19th Avenue, south of Lincoln Way, has three travel lanes in each direction, with no left turns. In the vicinity of the project site, 19th Avenue has 2-hour unmetered parking and sidewalks on

both sides of the street. In the General Plan, 19th Avenue is designated as a Major Arterial in the CMP Network and as an MTS Street.

Nine intersections were identified as locations likely to be most affected by the proposed project. The study intersections include most of the local intersections adjacent to the proposed project site, plus along the main access routes to and from Golden Gate Park. Intersections more distant from the project site were not analyzed as part of this study because project-related traffic would be dispersed among the many local streets farther from the site, and consequently would be less than at the study intersections. Figure 16, p. 50, presents the local street network.

The transportation study evaluated intersection operating conditions for the Saturday midday peak hour (generally 2:00 to 3:00 PM), as this is the peak period of deYoung Museum activity and of the adjacent park roadway traffic. The study intersections outside the park are controlled by traffic signals; the study intersections in the park are all STOP-sign controlled. The operating conditions of signalized and unsignalized intersections are described by the concept of Level of Service (LOS), which is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are unacceptable. It should be noted that for unsignalized intersections, the operating conditions (LOS and delay) are presented for the worst approach (i.e., the approach with the highest average delay per vehicle).

The existing intersection operating conditions are presented in Table 2. The five signalized intersections currently operate at LOS D or better during the Saturday midday peak hour conditions (most are at LOS B or C), and the worst-approach at the unsignalized intersections currently operate at LOS D or better. These service levels account for the current vehicle-trips generated by the existing deYoung Museum and Asian Art Museum.

TABLE 2
SUMMARY OF INTERSECTION LEVEL OF SERVICE CONDITIONS
SATURDAY MIDDAY PEAK HOUR

Intersection	Existing		Existing Plus Project				2015 Cumulative	
	Delay		With No Parking Garage		With Parking Garage A		With Parking Garage B	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Signalized								
Fulton/Stanyan	32.7	D	34.4	D	43.7	E	38.8	D
Fulton/6 th Avenue	9.1	B	9.3	B	9.7	B	9.6	B
Fulton/8 th Avenue	9.3	B	9.8	B	38.4	D	27.4	D
Fulton/10 th Avenue	9.8	B	10.1	B	11.4	B	10.2	B
Lincoln/9 th Avenue	15.3	C	15.7	C	13.0	B	14.8	B
Unsignalized¹								
Kennedy/8 th Avenue (Kennedy/Tea Garden)	15.4	C	18.4	C	27.5 ³	D	14.3 ³	C
Kennedy/Tea Garden	9.7	B	22.7	D	12.3	C	21.0	D
King/Tea Garden West	22.7	D	28.2	D	16.3	C	14.5	C
King/Tea Garden East	11.2	C	11.9	C	15.7	C	27.0	D
Tea Garden West/Tea Garden East	-	-	-	-	8.6 ³	B	13.3 ³	C

Notes:

Delay presented in seconds per vehicle.

¹ STOP-controlled intersections—delay and LOS presented for worst STOP-controlled approach.

² Includes improvement measures associated with the Golden Gate Park Master Plan.

³ Intersection would be modified with the Music Concourse Parking Garage.

Source: Wilbur Smith Associates

The intersection analysis was performed for Saturday midday conditions. However, the weekday PM peak hour (generally 5:00 to 6:00 PM) typically represents the worst conditions of the local transportation network. Since PM peak-hour intersection turning movements counts have not recently been conducted in the vicinity of the project, *Golden Gate Park Master Plan EIR* data was used to assess the weekday PM peak hour intersection operating conditions. Although the *Golden Gate Master Plan EIR* evaluated 1995 conditions, recent field observations indicate that conditions have not substantially worsened since that time. The results of the *Golden Gate Park Master Plan EIR* analysis indicated that the intersection of Fulton/Stanyon operated at LOS E, and the intersection of Lincoln/9th Avenue operated at LOS D during the weekday PM peak hour.

Due to the relatively low attendance level at the existing deYoung Museum on weekdays as compared to weekends, it is anticipated that new-vehicle trips generated by the project would not substantially affect the operating conditions at these intersections during the weekday PM peak hour.

TRANSIT

The San Francisco Municipal Railway (MUNI) operates nine bus lines and one rail line in the project vicinity, including the 5-Fulton, 6-Parnassus, 21-Hayes, 28-19th Avenue, 31-Balboa, 33-Stanyan, 44-O'Shaughnessy, 66-Quintara and 71-Haight/Noriega bus lines, and the N-Judah Muni Metro line. The 44-O'Shaughnessy line provides direct access into Golden Gate Park and the project site (with a northbound stop adjacent to the Academy of Sciences and a southbound stop adjacent to the deYoung Museum). All other lines operate along the city streets to the north and south of the project site, within walking distance of the deYoung site or via transfers on the 44-O'Shaughnessy (except for the 28-19th Avenue). Based on field observations late in 1999, all MUNI lines currently have available capacity in the vicinity of the project site during weekdays and weekends. Based on limited survey data collected by the Fine Arts Museums of San Francisco, it is estimated that about 9% of museum visitors use transit.

No regional daily transit service operates in the vicinity of the project site. Regional transit operators, including Golden Gate Transit (North Bay), BART (East Bay and Peninsula), AC Transit (East Bay) and SamTrans (Peninsula) are accessible via MUNI bus and light rail lines. Connections to Golden Gate Transit, AC Transit and SamTrans can be made at the Transbay Terminal (via the MUNI 5-Fulton line), to BART at the Civic Center Station (via the 5-Fulton, 21-Hayes or N-Judah lines), and to SamTrans at Stonestown Galleria (via the 28-19th Avenue line).

PARKING

The existing weekend parking conditions were examined within a study area generally bounded by Balboa Street to the north, Funston Avenue and Stow Lake Drive to the west, Judah Street and Parnassus Avenue to the south, and Arguello Boulevard to the east (see Figure 16, p. 50).

The parking study evaluated three subareas—north of Golden Gate Park, south of Golden Gate Park and in the park—for the midday period (generally between 1:00 and 3:00 PM), in field surveys conducted in October 1999.⁸ The study evaluated conditions for both Saturday and Sunday. This compares conditions on Sunday weekend conditions, when parking in Golden Gate Park on Kennedy Drive, Eighth Avenue, Tenth Avenue, Bowling Green Drive and Conservatory Drive is closed, to Saturday weekend conditions.

North of Golden Gate Park: In the study area, on-street parking north of the park is generally without time limits or residential parking permit restrictions. There are about 1,720 spaces; parking occupancy on Saturdays and Sundays is about 84% and 90%, respectively. The higher parking occupancy on Sundays may reflect limited parking in Golden Gate Park due to road closures, or different levels of visitor activity in the park or nearby neighborhood.

South of Golden Gate Park: On-street parking south of the park to the west of Eighth Avenue is generally unrestricted; east of Eighth Avenue is in a residential permit district (limited to

two-hour parking on Monday through Friday). West of Seventh Avenue, on-street parking on Irving Street and Ninth Avenue is metered (approximately 140 spaces). There are about 1,850 on-street parking spaces in the study area, with occupancy on Saturday and Sunday of 94% and 92%, respectively. The similar, high levels of parking occupancy on Saturday and Sunday may reflect the activities at the Irving Street/Ninth Avenue commercial district, and the fact that roads in the southern part of the park such as King Drive and Middle Drive are not subject to Sunday closure.

Golden Gate Park: In the study area, on-street parking in the park is mostly unrestricted. However, some parking along Bowling Green Drive (between King Drive and Middle Drive East) has a three-hour time limit on weekdays. Except for the Music Concourse area, all parking within the park is free. At the Music Concourse, about 170 metered parking spaces are paid parking on weekends and holidays, only. Overall, there are approximately 1,660 parking spaces within the study area (not including the deYoung Museum permit parking spaces), of which about 480 are not accessible on Sundays due to the roadway closures. The parking occupancy is approximately 70% on Saturdays and 90% on Sundays. The higher Sunday utilization is likely a result of reduced parking supply. It should be noted that the parking study area within the park encompasses major destinations, such as the deYoung Museum, the California Academy of Sciences, the Japanese Tea Garden and the Arboretum, that attract park visitors, with related parking demand. However, park roads west of 19th Avenue or Cross Over Drive typically have lower parking demand, even on weekends.

Off-Street Parking: There are four publicly accessible off-street parking lots in the study area, all south of the park in the Ninth and Irving area. Three of the lots, with a total of 120 spaces, are City-owned and provide metered parking at 50 cents per hour. The fourth lot, which is operated by a private company, has about 30 spaces and charges a daily fee (\$7 per day). During both the Saturday and Sunday midday periods, the three public lots were fully occupied, and the privately-operated lot was approximately 60 percent occupied. In addition, a permit-parking lot (from 7:30 AM to 5:30 PM) adjacent to the existing deYoung Museum building has about 85 spaces. Those spaces are reserved for deYoung Museum and Asian Art

Museum staff. There is also a tour bus parking lot, located south of the Music Concourse band shell, with capacity for 10 to 12 tour buses.

PEDESTRIANS AND BICYCLES

Sidewalks and pedestrian paths are provided throughout Golden Gate Park and the surrounding streets. Along Kennedy Drive, Tea Garden Drive and King Drive adjacent to the project site, the sidewalks and paths are generally 8 to 15 feet wide. The sidewalks along the Eighth and Tenth Avenue entrances to the park are 4 to 6 feet wide. There are marked crosswalks provided at the intersections in the park and mid-block along Tea Garden Drive, with two 30-foot-wide crosswalks from the deYoung Museum to the Music Concourse. In addition, three undercrossings at the corners of the Music Concourse allow pedestrians and bicyclists to cross under Tea Garden Drive.

Sunday closure of Kennedy Drive between Transverse Drive and Kezar Drive, Eighth and Tenth Avenues between Fulton Street and Kennedy Drive, Bowling Green Drive between Kennedy Drive and Middle Drive East, and Conservatory Drive East and West allow pedestrians, runners, bicyclists, roller-bladers and others to share the street right-of-way.

Overall, pedestrian conditions throughout the park are generally acceptable. The sidewalks, paths and crosswalks are able to accommodate typical pedestrian levels. At the intersections of Kennedy Drive/Tea Garden Drive and Kennedy Drive/Eighth Avenue, however, the configuration of the intersections results in the potential for conflicts between pedestrians and vehicles. At both these "T" intersections, one of the Kennedy Drive approaches does not stop. Therefore, it can be difficult for pedestrians to cross the entire right-of-way. In addition, the narrow sidewalks along the Eighth and Tenth Avenue entrances to the park somewhat impede pedestrian travel, forcing pedestrians to walk within the street when high volumes exist (i.e., during peak hours on weekends).

Signed bicycle routes in and near Golden Gate Park include east/west routes on Kennedy Drive (80), Cabrillo Street (20) and Kirkham Street (40), and north/south routes on Arguello Boulevard (65), and 23rd/20th Avenue (75), as shown in Figure 16, p. 50). In general, bicycle conditions are acceptable throughout the park and on the nearby streets. Most of the bicycle route streets have sufficient right-of-way to allow bicyclists and vehicles to share the roadway. Inside the Park, bicyclists sometimes use the pedestrian paths, which can result in some conflicts between bicycles and pedestrians.

IMPACTS

SIGNIFICANCE CRITERIA

In general, the City and County of San Francisco considers the operational impact on signalized intersections to be significant when the project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. Unsignalized intersections are evaluated variously, based on the level of service at two more approaches, and/or analysis of signal warrants. In addition, significant impacts would also occur if the traffic would interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards or would contribute substantially to cumulative traffic increases at intersections that would otherwise operate at acceptable levels, causing degradation to unacceptable levels.

The *San Francisco General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Also, drivers who find it difficult to park near their destination will, over time, modify their behavior to park further from their destination, travel at times of the day and week when more parking is available, or switch to alternate modes of travel. For these reasons, the creation of parking demand that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. However, the City would generally consider whether the unmet parking demand would result in other significant physical effects, such as a substantial alteration of

neighborhood character or creation of hazardous conditions caused by illegally parked automobiles.

The City and County of San Francisco has not formally adopted significance criteria for potential impacts related to transit, pedestrians and bicyclists, and loading activities. In San Francisco, a project is typically considered to have a significant effect on the environment if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result.

For the purposes of this analysis, the proposed project would be considered to have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create particularly hazardous conditions for pedestrians, or otherwise substantially interfere with pedestrian accessibility to the site and to adjoining areas.

Similarly, the proposed project would be considered to have a significant effect on the environment if it would create particularly hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and to adjoining areas.

The proposed project would be considered to have a significant effect on the environment if it would create particularly hazardous conditions for passenger loading, not accommodate its anticipated loading demand, or otherwise substantially interfere with vehicular, transit, pedestrian and bicycle accessibility to the site and to adjoining areas.

PROJECT TRAVEL DEMAND

The person-trip generation analysis was based on an estimate of net-new visitorship to the deYoung Museum following project construction. The current transportation conditions for the museum reflect a visitorship of about 300,000 annually. Long-term visitorship trends prior

to 1997 show average annual visitation of approximately 574,000 visitors. Both these totals represent visitor levels experienced by the deYoung Museum and Asian Art Museum combined. Throughout most of the 1990's, attendance at the two museums was fairly constant, with fluctuations in visitorship due to major exhibits (such as "Monet at Giverny" in 1995); between 1990 and 1997, the average annual attendance was about 574,000 visitors for the two museums. However, in mid-1997, due to the poor seismic conditions of the buildings, the deYoung Museum lost Federal indemnification for the insurance of traveling exhibitions, which limited the ability of the museum to host major exhibitions. Without these attendance draws, the combined attendance has decreased to about 300,000 visitors per year.⁹ At the conclusion of the project, the Asian Art Museum's attendance will have shifted to its new site at the Civic Center. In addition, the deYoung would again have the ability to accommodate major exhibitions. The New deYoung Museum expects to have about 600,000 visitors annually. This increase represents an increase in the deYoung and Asian Art Museums' combined annual attendance prior to 1997 of about 25,000, and about 300,000 more than current conditions. These changes in visitorship to the site form the basis for the transportation analysis which anticipates a net increase in annual attendance of 300,000 visitors per year from the current condition. To present a conservative analysis, the EIR analyzes the transportation impacts associated with a projected 300,000 annual visitorship to the project site over existing, and not historic, visitorship levels.

Based on the current attendance levels, past attendance levels and actual visitor counts during a Saturday, 300,000 new annual visitors would represent an increase of about 5,200 Saturday daily person-trips (from 2,860 to 8,080). The midday peak-hour of activity at the museum, based on counts conducted in December 1999, is between 2:00 and 3:00 PM, during which approximately 23% of the daily trips occur. During the midday peak hour, approximately 27% of the trips are inbound to the museum, and 73% are outbound from the museum. During the Saturday midday peak hour, the project would generate approximately 1,210 person-trips, of which about 330 would be inbound and about 880 would be outbound.

The project person-trips were distributed to eight geographical origin/destination areas, including four San Francisco areas, three other regions within the Bay Area, and one to include all locations outside the Bay Area. The mode-split analysis then determined the portion of these trips made via automobile, transit or other mode of travel, based upon the origin/destination of the trip and the availability of the various modes. The trip distribution and mode split were based on data provided by the Fine Arts Museums of San Francisco (from a visitor survey) and the San Francisco Planning Department's *Interim Transportation Impact Guidelines (Transportation Guidelines)*. The trip distribution and mode-split analysis assumed that 15% of the visitors to the new museum would also be visitors to other uses in Golden Gate Park and would therefore walk to the project site even if another mode was used to arrive at another area of the park (see Table 3).

During the Saturday midday peak hour, about 66% of all person-trips would be by auto, 8% by transit and 26% by other modes. The project would generate about 389 net-new vehicle-trips during the Saturday midday peak hour. About 15% of the net-new trips generated by the project would come to and from areas within San Francisco, about 53% to and from the Bay Area (including the East Bay, North Bay and South Bay) and 32% from outside the region. Those distribution patterns were used as the basis for assigning project-related trips to the local streets in the study area and to the transit services.

TABLE 3
PROJECT-GENERATED TRIPS BY MODE (NET-NEW)
SATURDAY MIDDAY PEAK HOUR

Person-Trips				
Auto	Transit	Walk/Other¹	Total	Vehicle-Trips
802	93	315	1,210	389
66%	8%	26%		

Notes:

¹ "Other" mode includes bicycles, motorcycles, tour buses and taxis. Walk trips include 15% of total project trips from visitors to other areas of the park.

Source: Wilbur Smith Associates

EXISTING PLUS PROJECT CONDITIONS

Traffic

The addition of about 105 inbound and about 285 outbound vehicle-trips during the Saturday midday peak hour would result in small changes in the average vehicle delay at the study intersections, as shown in Table 2. All study intersections would continue to operate at the same service levels as with Existing Conditions, except for the unsignalized intersection of Kennedy/Tea Garden, at which the level of service at the worst approach would change from LOS B to LOS D. As a result, no significant project impacts on traffic would occur.

Transit

The project would generate about 95 net-new transit trips (about 25 inbound and 70 outbound) during the Saturday midday peak hour. These trips to and from the project would take one of the nearby MUNI bus or Metro lines and might transfer to other MUNI lines or regional transit services. As these MUNI lines are within walking distance of the museum, not all transit riders would take the 44-O'Shaughnessy bus line on Tea Garden Drive in the concourse to use transit. Based on field observations in late 1999, the nine bus lines and the N-Judah light rail line appear to have available capacity during the Saturday midday period that would accommodate project transit trips. As a result, no significant impact on transit service would result from increased ridership.

Although the project would generate approximately 390 vehicle trips during the Saturday midday peak hour, it is not anticipated that these additional trips would substantially affect the operations of the 44-O'Shaughnessy line on Tea Garden Drive. Since there are only about 170 parking spaces (metered on weekends) along the Music Concourse, a majority of the project parking demand would be accommodated at other locations (such as along other streets inside or outside the park). Some of these vehicles may drive to the project site looking for parking

to pick up or drop off passengers. However, due to the relatively low traffic volumes on Tea Garden Drive, substantial curb frontage, and 15-20 minutes delays for the 44-O'Shaughnessy line, the addition of vehicles generated by the project would not substantially impact the adjacent MUNI bus stop or bus line operations.

Parking

Parking demand includes both long-term demand (typically employee parking) and short-term demand (typically, visitor parking). Since the project would not result in a substantial increase in the number of museum staff members, there would be no increase in long-term parking demand. Short-term parking demand was estimated based on the total net-new daily visitor trips by car, and an average turnover rate. The project would generate a net-new parking demand for about 170 spaces on Saturdays and about 150 spaces on Sundays.

The project parking demand on Saturdays (about 170 spaces) and Sundays (about 150 spaces) could be accommodated within the parking study area in or near the park. The additional parking demand would result in an increase of the overall parking occupancy throughout the study area to about 87% on Saturday and 95% on Sunday. It should be noted, however, that only a limited number of the parking spaces are directly adjacent to the project site.

Therefore, drivers may drive on Tea Garden Drive, King Drive or Kennedy Drive to look for convenient parking spaces. These additional vehicle-trips were accounted for in the intersection level of service analysis.

The San Francisco Planning Code would require the project to provide 156 off-street parking spaces. As the project would not provide any off-street parking, it would not meet the Planning Code requirements. The project would require a variance from the Planning Code.

The parking garage planned under the Music Concourse (as required by Proposition J) is discussed on p. 69. Although the garage would contain between 800 and 1,000 parking

spaces, one on-street parking space within Golden Gate Park would be eliminated for each space in the garage. Due to the preliminary nature of the Music Concourse Garage project, it is not known how the on-street parking supply in the vicinity of the project would change.

Pedestrian/Bicycle

Project pedestrian trips would include trips to and from the new deYoung Museum (e.g., from nearby residences or businesses), and walk trips to and from parking spaces, local transit operators, and other areas in the park. As such, the majority of the new person-trips would be pedestrian trips in the vicinity of the project site. It is anticipated that those new pedestrian trips could be accommodated on the existing sidewalks and pedestrian paths adjacent to the project site and would not substantially affect the current sidewalk or crosswalk conditions.

The project is located near several major bicycle routes and is within easy bicycling distance of a large portion of San Francisco residents. A portion of the project's 134 walk/other trips during the Saturday midday peak hour would be new bicycle trips to the area. With the current traffic levels on the adjacent streets, bicycle travel generally occurs without major delays or safety problems. Although the project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. The proposed project would include bicycle parking spaces and shower/ locker facilities for museum staff members.

Loading

Freight delivery and service vehicle demand was estimated based on the methodology and truck generation rates in the *Transportation Guidelines* (since the *Transportation Guidelines* does not provide rates for a "museum" land use, the "institutional" land use was used). The project would generate approximately 30 delivery/service trips per day. This corresponds to a

demand for 1.4 loading spaces during an average hour and 1.7 spaces during the peak hour of loading activities.

The FAMSF provided additional data regarding anticipated freight loading. Currently, the deYoung Museum has about 18 deliveries per day, including UPS/FedEx, office supplies and food/linen service for the café. Most of the deliveries occur during weekdays and can be accommodated with the current loading dock (with space for one vehicle). In addition, there would be between 25 and 30 museum exhibitions a year that would require truck deliveries. These deliveries often require large moving vans or semi tractor-trailers (up to eight per exhibition). Typically, art deliveries arrive on weekdays and take between 30 minutes and 5 hours to load or unload.

The project would have a demand of 1.4 loading spaces during an average loading hour and 1.7 spaces during the peak loading period. The project would have three off-street loading spaces and would accommodate this demand. For truck activities for major exhibitions, the museum would schedule truck loading or unloading to use the three spaces efficiently.

To accommodate the passenger and bus loading at the deYoung Museum, this EIR assumes that the *Golden Gate Park Master Plan's* Draft Concourse Special Area Plan would be implemented (this plan, although included in the *Golden Gate Park Master Plan*, has been deferred pending actions by the Concourse Authority). The Special Area Plan calls for the reconstruction of Tea Garden Drive and the creation of passenger loading bays along the western side of the roadway on the project frontage. Currently, adjacent to the deYoung Museum, Tea Garden Drive is about 40 feet wide with two travel lanes. The Special Area Plan would narrow each of the two travel lanes to 12 feet, widen the sidewalks, and create passenger loading bays in front of the museum. These bays would be about 600 feet in length. The loading bay design is not complete; it is anticipated that the current bus stop for the 44-O'Shaughnessy would be moved into part of the bay, with the remainder of the space available for private vehicle, taxi and other bus loading/unloading. Assuming about 100 feet for the

MUNI bus stop, there would be curb space for four tour/school bus loading spaces (about 200 feet) and 15 handicapped or passenger loading spaces.

Currently, tour/school buses drop off passengers at curb in front of the museum; the buses then park behind the Music Concourse bandshell. There typically are three to seven tour/school buses a day on weekdays, and one to four tour/school buses a day on weekends. With the project, there would be some expected increase in tour/school bus activity due to the increased educational activities and the hosting of major touring exhibitions. It was estimated that the new museum would have four to nine tour/school buses a day on weekdays and two to seven tour/school buses a day on weekends; there could be additional tour/school buses during major exhibitions. Loading space for four buses on Tea Garden Drive on the project frontage would accommodate this MUNI, passenger vehicle and other bus activity.

If the Special Area Plan were not adopted and implemented, it is anticipated that passenger loading activities with the project could be accommodated with the current roadway configuration. Currently, tour/school buses drop off passengers on Tea Garden Drive or the tour bus loading area west of the bandshell. There would be sufficient capacity to accommodate the anticipated increase of one to three tour/school buses per day.

Construction Period Effects

Project construction would take approximately two and a half years. Construction activities would start in early 2002 and be completed in late 2004, with the museum re-opening to occur in mid 2005. Construction-related activities would typically occur Monday through Friday from 7:00 AM to 3:30 PM. Night and/or weekend construction is not anticipated.

Construction staging would occur primarily within the site of the existing building and surface parking lot, between Tea Garden Drive and Kennedy Drive, and it is not anticipated that any traffic lanes or sidewalks would need to be closed during the construction duration. However,

it is possible that the bus stop for the 44-O'Shaughnessy bus line on Tea Garden Drive West may need to be relocated during construction of the project.

During construction, there would be a flow of trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks. This may affect both traffic and MUNI operations. There would be an average of 5 to 64 construction-related trucks per day. It is anticipated that a majority of the construction-related truck traffic would use 19th Avenue (from I-280/SR1 from the Peninsula and South Bay), I-80 (from the East Bay) and Park Presidio Boulevard (from SR 1 from the North Bay).

On average, there would be between 15 and 270 construction workers per day at the project site. These construction workers would cause a temporary parking demand for between 15 and 270 spaces. There is anticipated to be sufficient on-street parking available weekdays within Golden Gate Park. Since construction activities would be primarily limited to weekdays, the construction parking demand from workers would not substantially affect the weekend parking conditions in the nearby neighborhoods or for other Golden Gate Park attractions. In addition, the closure of the deYoung Museum during construction would reduce visitor trips to the park somewhat, with a related decrease in parking demand. The addition of the worker-related vehicle trips, transit trips and parking demands would not significantly impact the transportation conditions, as both the local traffic and transit network generally have available capacity and there is sufficient on-street parking in the nearby vicinity.

Construction Activities of Other Projects

Project construction might occur at the same time as other planned projects in the vicinity, such as the rehabilitation of the California Academy of Sciences and the construction of the Concourse Garage. The development schedules for these projects are not known at this time, but would be expected to begin after start of construction for the new deYoung Museum. The

construction activities associated with these projects would affect access, traffic operations, bus operations and pedestrian movements. The construction cycles for each of these projects would differ depending on the location and scale of the project. In combination, potential simultaneous construction activities may result in temporarily increased congestion in the area, plus inconveniences to motorists, pedestrians, bicyclists and transit patrons. However, these temporary conditions would not result in a significant impact to the transportation system. To reduce the combined effect of these construction impacts, each project would work with various departments of the City (Department of Parking and Traffic, MUNI, the Fire Department, etc.) to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control and pedestrian movement adjacent to the construction areas.

CUMULATIVE ANALYSIS

A cumulative analysis was conducted to evaluate the combined effects of the project and the planned Music Concourse Garage. The construction of the Music Concourse Garage was authorized with the passage of Proposition J (The Golden Gate Park Revitalization Act) in 1998. The parking garage would contain between 800 and 1,000 parking spaces, and one on-street parking space within Golden Gate Park would be eliminated for each space within the garage. The garage entrance and exit would be dedicated exclusively for the garage.

Preliminary plans for the garage were developed after the passage of Proposition J; however, detailed planning and design of the garage have not yet been initiated. Under the preliminary plans, there would be two driveways into and out of the garage: at the intersection of Fulton Street/Tenth Avenue, and at the intersection of King Drive/Tea Garden Drive. In addition, the intersection of Kennedy Drive and Eighth Avenue would be grade-separated, Eighth Avenue would intersect with Tea Garden Drive at the north end of the Music Concourse (replacing the previous intersection of Kennedy/Eighth Avenue, the intersection of Kennedy Drive/Tenth Avenue would be eliminated, and a new intersection would be created between Tea Garden Drive East and Tea Garden Drive West.

Due to the preliminary nature of the plans, two potential garage configurations were analyzed. The configurations represent two feasible ways of developing parking in the Concourse. They are not intended to be formal proposals under Proposition J. With Garage Assumption A, the only access point to the garage would be at the intersection of Fulton Street/Tenth Avenue. With Garage Assumption B, there would be access from Fulton Street with a secondary entrance and exit to the garage from within the park. However, instead of both the entrance and exit driveways at the intersection of King Drive/Tea Garden Drive East (as indicated in the preliminary plan), one entrance would be located at Tea Garden Drive East and an exit would be located at Tea Garden Drive West. For both analyses, the garage would contain 1,000 parking spaces (with the corresponding elimination of 1,000 surface parking spaces). In addition, it was assumed that an eastbound right-turn pocket and westbound left-turn pocket would be established to the Tenth Avenue garage entrance to accommodate the increase in turning movements into and out of the garage.

To determine the intersection turning movement volumes for the two Garage Assumptions, existing turning movement volumes were adjusted to account for the changed roadway configuration, the elimination of the 1,000 on-street parking spaces, and the creation of the garage and driveways. Based on data from another parking facility within San Francisco, plus the current occupancy of on-street parking in the park, it was estimated that there would be approximately 220 inbound and 160 outbound vehicles to and from the 1,000 parking spaces during the Saturday midday peak hour. The project vehicle-trips were assigned to and from the parking garage and through the reconfigured intersections.

As shown in Table 2, p. 54, the study intersections would operate with acceptable service levels with both Garage Assumptions, except for the intersection of Fulton/Stanyan, which would operate at LOS E with the Parking Garage Assumption A conditions. The poor operating conditions at this intersection would be due to the assumption that Garage Assumption A would have only one entrance and exit (Fulton Street/Tenth Avenue). A majority of the vehicles to and from the garage would use the streets at the north side of the park and would add substantial traffic through the Fulton/Stanyan intersection. This would be

a significant impact of the garage access with Garage Assumption A, and could be exacerbated to some degree by vehicle trips generated by the deYoung project.

As the Concourse Authority develops plans for the garage and other improvements in the Concourse area, it will consider a range of designs and alternatives. The Authority will identify some of these alternatives; others may be offered for consideration by organizations or community groups. For example, the San Francisco Chapter of the Sierra Club has proposed that the Authority review a plan to eliminate all private vehicle traffic in the Concourse, with suggestions on how this might be achieved. The Concourse Authority would review garage and improvement plans and alternatives independently of the proposed New deYoung Museum, and Concourse plans would be subject to independent environmental review. Garage Assumptions A and B provided in this EIR represent a reasonable range of potential options given the Concourse location, the existing roadway network and the topography of Golden Gate Park. The assumptions therefore are an appropriate basis for an analysis of cumulative conditions.

A proposed initiative petition has been submitted to expand road closures in Golden Gate Park. That measure, if approved by the voters, would extend current Sunday and major holiday closures to Saturdays and additional holidays. The closure would affect Kennedy Drive between Kezar Drive and Transverse Drive, Eighth Avenue and Tenth Avenue between Kennedy Drive and Fulton Street, Bowling Green Drive between Kennedy Drive and Middle Drive East, and Conservatory Drive East and West. In general, the Saturday closure would not be expected to change overall conclusions regarding project traffic effects. This would be consistent with analysis in the *Golden Gate Park Master Plan FEIR*, which reviewed an alternative that would make Sunday road closures permanent (Scenario 5).¹⁰ The FEIR found that LOS for Saturday conditions for cumulative build-out in 2005 at intersections common to the analysis for the New deYoung Museum would be similar with and without road closures. The Saturday road closure would affect vehicle access and drop-off to the deYoung Museum and other activities in the Concourse area. Those conditions would be similar to Sundays, when closures are already in effect. Saturday closure would be expected to redirect vehicles

and parking to neighborhood streets near Golden Gate Park or other park roads that would remain open; these effects would also be similar to Sunday conditions. The New deYoung Museum would result in an increment of additional vehicle-trips, which would have no project-specific impacts, and would contribute, as described below, to cumulative traffic impacts in 2015 which could be mitigated to a less-than-significant level. If combined with Saturday road closures, the increment of new vehicle-trips attributed to the project would be redistributed similar to current museum trips on Sunday. Because the increment of new museum trips would be a relatively minor factor in the potential congestion resulting from redistribution of traffic during road closures, the project's contribution to cumulative impacts would remain relatively minor.

2015 Conditions

By 2015, it is anticipated that there would be changes to the existing transportation network and land uses in the project vicinity, which were included in the analysis of the 2015 Cumulative intersection operation analysis. These include:

- **Implementation of the *Golden Gate Park Master Plan*** – The *Golden Gate Park Master Plan* calls for several changes to the roadway network within and around Golden Gate Park. Changes that may affect the operations of the study intersections include the closure of the Seventh Avenue/Lincoln Way entrance to the Park, the restriping of the intersection of Fulton/Stanyan to provide additional capacity for the northbound right-turn movement, and improvements along Tea Garden Drive.
- **Rehabilitation of the California Academy of Sciences** – Proposition B, approved in March 2000, would provide funding to support the rehabilitation of the California Academy of Sciences. Construction is planned to begin by early 2002, and would be completed within three to five years. With the rehabilitation, the California Academy of Sciences anticipates an attendance increase from about 900,000 visitors to 1.4 million visitors annually.

In addition, the 2015 cumulative conditions assumed the construction and operation of the Music Concourse Garage (with the Garage Assumption A configuration), including the changes to the roadway network.

The 2015 cumulative traffic volumes were based on the work effort conducted for the *Golden Gate Master Plan EIR*. To account for increases in background traffic, a 1.0% per year increase in traffic volumes at the study intersections outside Golden Gate Park (Fulton Street/Stanyan Street, Fulton Street/Sixth Avenue, Fulton Street/Eighth Avenue, Fulton Street/Tenth Avenue and Lincoln Way/Ninth Avenue), and a 0.5% per year increase at the study intersections within the park, were applied to the existing volumes to derive 2015 traffic volumes. In addition, the 2015 conditions assumed the diversion of vehicles from the Seventh Avenue entrance to the Ninth Avenue entrance (due to the planned closure of the Seventh Avenue entrance, as noted above), and the increase in traffic volumes associated with the anticipated increase in attendance at the California Academy of Sciences.

With 2015 cumulative conditions, the signalized intersections of Fulton Street/Stanyan Street and Fulton Street/Eighth Avenue would degrade to LOS F. At the unsignalized intersection of Tea Garden Drive/Eighth Avenue, the worst approach at the intersection would operate at LOS E. The other intersections would continue to operate at acceptable service levels.

The project's contribution to the 2015 cumulative traffic volumes was calculated for the study intersections that would operate at LOS E or F under the 2015 cumulative conditions. Two separate contributions were calculated: the project-generated traffic as a percent of the increase in traffic between existing and 2015 cumulative conditions, and the project-generated traffic as a percent of the total 2015 cumulative traffic volumes. At the intersection of Fulton Street/Stanyan Street (which would operate at LOS F under the 2015 cumulative conditions), the project would contribute 7.6% of the growth in traffic volumes and 1.3% of the total 2015 cumulative volumes. At the intersection of Fulton/Eighth Avenue (also at LOS F), the project would contribute 26.1% of the growth in traffic volumes and 6.5% of the total 2015 cumulative volumes. At the intersection of Tea Garden Drive/Eighth Avenue (at which the worst-approach would operate at LOS E), the project would contribute 41% of the growth in traffic volumes and 14% of the total 2015 cumulative volume. The project contributions to 2015 cumulative conditions at Fulton Street/Stanyan Street or Fulton Street/Eighth Avenue would not be substantial; the project would have a less-than-significant contribution to a LOS E

condition at only one approach to the stop-sign controlled Tea Garden Drive/Eighth Avenue intersection. For these reasons, the project would not have a significant cumulative impact.

Chapter IV, Mitigation Measures, describes measures that would improve cumulative LOS at the three intersections to LOS D or better, and avoid these significant cumulative impacts.

NOTES - Transportation

1. *New M.H. deYoung Museum Transportation Study, Case No.99.45E*, Wilbur Smith Associates, July 2000. This report is on file and available for public review at the Planning Department, 30 Van Ness Avenue, fourth floor.
2. Major arterials are defined as cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways. These are routes generally of citywide significance.
3. The Congestion Management (CMP) Network is the network of freeways, state highways and major arterials established in accordance with state Congestion Management legislation.
4. Secondary Transit Streets are defined as streets with medium transit ridership and frequency of service, or connect two or more major destinations.
5. Recreational Streets are a special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving.
6. The Metropolitan Transportation System (MTS) is a regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function.
7. Neighborhood Connection Streets are part of the Citywide Pedestrian Network Street system, and are predominantly commercial in use, with particular parking and loading conflicts.
8. Peak activity within Golden Gate Park typically occurs during the summer months. However, since the parking counts conducted for this study were performed on a sunny and warm weekend in October, it is anticipated that the area-wide parking demand would be similar to that found during the summer.
9. Data from 1993, 1994 and 1996 was used for the 600,000 annual attendance levels, and data from 1998 and 1999 was used for the current attendance levels.
10. San Francisco Planning Department, *Golden Gate Park Draft Master Plan Final Environmental Impact Report*, Case No. 95.243E, certified July 9, 1998, pp. 298-311.

E. AIR QUALITY

SETTING

The federal and state Clean Air Acts require regulatory agencies to set upper limits on airborne concentrations of six criteria pollutants. Ambient air quality standards exist for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead.¹ Reactive organic gases (ROG) and oxides of nitrogen (NO_x) are also regulated as precursor contaminants that react in the atmosphere to form ozone, and particulate matter is regulated as inhalable particulate matter less than ten microns in diameter (PM₁₀). In conjunction with the California Air Resources Board and the U.S. Environmental Protection Agency, the Bay Area Air Quality Management District (BAAQMD) develops plans and programs with the aim of guiding the area into compliance with the ambient air quality standards in the Bay Area.

The nine-county San Francisco Bay Area Air Basin has a history of recorded violations of ambient air quality standards for ozone, carbon monoxide, and PM₁₀. Since the early 1970s, substantial progress has been made toward controlling these pollutants. The progress has led the area to attaining all state and federal standards except those for ozone and PM₁₀. The Bay Area is an ozone nonattainment area for state and federal purposes. For PM₁₀, the Bay Area does not meet the state standard, but it does meet the federal standard.

In the effort to reduce ozone concentrations in the region, a wide range of sources of ROG and NO_x are subject to emission control programs. A substantial portion of ROG and NO_x emissions in the area are from the exhaust of motor vehicles, and motor vehicles contribute to PM₁₀ emissions by causing road dust to become airborne. State and federal air quality management programs (such as the State Implementation Plan² and the Clean Air Plan³) focus on reducing emissions from motor vehicles as well as controlling stationary sources of pollution and other pollutant-generating activities. Local environmental plans and policies also recognize community goals for air quality. The *San Francisco General Plan* includes the 1997

Air Quality Element which aims to minimize emissions through coordinated transportation and land use planning efforts.⁴

IMPACTS

SIGNIFICANCE CRITERIA

A project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the following significance criteria:⁵ (1) the project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of ROG, NO_x, or PM₁₀, or cause CO concentrations above the state ambient air quality standard; (2) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards. If project air quality impacts would not exceed the BAAQMD thresholds, the project still may be found to contribute to significant cumulative air quality impacts if the project is inconsistent with the local general plan's air quality element.⁶

PROJECT EFFECTS

Regional Impacts

The BAAQMD provides a method of project screening for determining if operation-related emissions would exceed the 80-pound-per-day threshold. The majority of project emissions would be caused by operation of motor vehicles of the net-new visitors traveling to and from the site. The net-new vehicle trips generated on the peak day (Saturday) by the New deYoung project would be less than 1,700.⁷ Nominal additional emissions would be caused by operation of stationary sources related to the use of electricity and natural gas at the site. Stationary source emissions would not be significant when compared to motor vehicle emissions. The BAAQMD generally does not recommend a more detailed analysis of operation-related

emissions for projects generating less than 2,000 vehicle trips per day, as such projects would not exceed the CO threshold.⁸ Because the project would not cause more than 2,000 vehicle trips on the peak day of operation, further analysis of operation-related emissions is not required. The impacts would be less than significant.

Localized Impacts

The BAAQMD has established an operation-related emissions threshold of 550 pounds per day, above which a localized CO analysis is recommended. Because the project would not cause more than 2,000 vehicle trips on the peak day, the project would not cause overall emissions of CO above this threshold. Although emissions would not exceed the CO threshold, project traffic could contribute to increased localized CO concentrations in the immediate vicinity of congested intersections. Each of the signalized intersections would retain their existing level of service (LOS D, or better), and, as such, would not be expected to experience increased CO concentrations with the project. One unsignalized intersection (King/Tea Garden West) would deteriorate to LOS D in the existing plus project conditions.⁹ This intersection would experience about 64 new vehicles as a result of the project. Because the project contribution would be less than 100 vehicles, the contribution would not be expected to cause increased CO concentrations. Because the project would not cause signalized intersections to decrease LOS, and fewer than 100 vehicles would be contributed to the worst-performing non-signalized intersection, no new violations of the CO standards would be expected.¹⁰ The impacts would be less than significant.

Cumulative Impacts

The San Francisco Bay Area Air Basin is a nonattainment area for ozone. Ozone is created region-wide by atmospheric chemical reactions between reactive organic gases and oxides of nitrogen, in the presence of ultraviolet sunlight in warm temperatures.

Therefore, all regional emissions of ROG and NO_x contribute to cumulative regional increases in ozone levels. The BAAQMD's planning efforts aim to reduce ozone levels while allowing

growth to occur, and the BAAQMD CEQA Guidelines establish the criteria for identifying significant contributions to cumulative air quality impacts.

As shown above, the project individually would not be expected to have any significant air quality impacts. The project would not conflict with relevant objectives in the Air Quality Element of the San Francisco General Plan. Based on this information, the project would not be expected to contribute significantly to cumulative air quality impacts, and no further analysis of cumulative impacts is necessary.

NOTES - Air Quality

1. National Ambient Air Quality Standards have been established for criteria pollutants, named for the "criteria" documents that justified their regulation.
2. San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard, Adopted June 1999. Bay Area Air Quality Management District.
3. BAAQMD, 1997 Clean Air Plan, and Triennial Assessment, adopted by the Board of Directors, December 17, 1997.
4. City and County of San Francisco, Planning Department, *Air Quality - An Element of the General Plan of the City and County of San Francisco*, July 1997.
5. BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, Section 2.3.
6. BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, p. 18.
7. *New deYoung Museum Transportation Study, Case No. 99.455E*, Wilbur Smith Associates, July, 2000. Appendix C, Trip Generation Calculations (Total Daily Auto Trips).
8. BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, p. 24.
9. *New deYoung Museum Transportation Study, Case No. 99.455E*, Wilbur Smith Associates, July, 2000. Appendix B, Existing plus Project Conditions.
10. According to the BAAQMD *CEQA Guidelines*, localized CO concentrations should be analyzed if: (1) regional CO emissions caused by the project are greater than 550 pounds per day; (2) project traffic would impact an intersection or roadway link operating at, or cause one to operate at, Level of Service D, E, or F; or (3) project traffic would increase more than 100 vehicles per hour where the traffic increase would be 10% or more. Emission factors, meteorological conditions, and receptor locations are each recommended by the BAAQMD *CEQA Guidelines*.

F. GROWTH INDUCEMENT

Growth inducement under CEQA considers the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.¹ Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). This section summarizes the project's direct growth in employment, describes associated induced growth, and notes that the project would not remove obstacles to population growth.

The proposed project would reconstruct the M.H. deYoung Museum at the existing site. The project would demolish a total of approximately 230,000 square feet of museum uses in eight buildings that compose the deYoung Museum and the Asian Art Museum and replace those structures with one building of approximately 300,000 square feet. The project would not construct housing nor would it displace existing housing.

Demolition of existing buildings on site would temporarily displace the existing museums and about 160 employees of the deYoung and Asian Art Museums. The deYoung Museum employees would be temporarily relocated in dispersed locations within the San Francisco Bay Area. Employees of the Asian Art Museum will be permanently relocated to the Asian Art Museum's new Civic Center building at the end of 2002. The relocation of Asian Art Museum employees to the Civic Center building formerly occupied by the San Francisco Public Library would not induce new growth elsewhere in the San Francisco Bay Area; library employees have already been relocated from the former library building. During construction activities, deYoung Museum functions, employees and collections would be temporarily relocated to existing sites within the San Francisco Bay area. The employees would be dispersed to a variety of locations depending on the functions they perform.

The proposed project would not be expected to add a significant number of employees to San Francisco's economy. The number of the deYoung Museum's professional, operations and

educational employees is not expected to increase substantially. It is anticipated that some additional staff may be required; however, any increase in staff for the deYoung Museum would be well within the number currently employed by the Asian Art Museum, which will be moving to another site. An increase in volunteer and docent staff is projected to increase by up to 50%, or up to approximately 30 volunteers and 6 docents during major temporary exhibitions, which occur once a year. A 50% increase of up to 10 volunteers and 6 docents is predicted to occur during regular exhibitions; this increase in deYoung Museum staff would not represent a number of volunteers and docents greater than that currently employed on the site by the departing Asian Art Museum. This potential increase in employment would be small in the context of total employment in San Francisco. Employment at the site, including volunteers and docents, would total about 212 employees for a net increase of up to approximately 52 employees (paid and unpaid), a minor increase in the context of San Francisco employment.

The project would be built in a developed area within Golden Gate Park, and no expansion of municipal infrastructure not already under consideration would be required to serve the project.

Since the project does not have unusual labor requirements, it would be expected that project construction would meet its need for labor within the regional labor market for construction projects in San Francisco without attracting construction labor from areas beyond the region's borders.

NOTES - Growth Inducement

1. *State CEQA Guidelines*, as amended October, 1998, Section 15126.2(d).

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the project. Some of these measures have been, or would be, adopted by the project sponsor and, therefore, are proposed as part of the project; some are under consideration. Implementation of some measures may be the responsibility of public agencies.

Each mitigation measure and its status is discussed below. Measures from the Initial Study (see Appendix A, p. A.1) proposed as part of the project are indicated with an asterisk (*) and follow mitigation measures of topics discussed in the EIR. Mitigation measures identified in this EIR and in the Initial Study would be required by decision makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record.

A. TRANSPORTATION

No significant transportation impacts would result from the implementation of the proposed project under the Existing Plus Project conditions. Therefore, no project-specific mitigation measures have been identified.

CUMULATIVE TRAFFIC CONDITIONS

With the project and Music Concourse Garage Assumption A, the intersection of Fulton/ Stanyan would change from LOS D to LOS E. To avoid this impact, prohibit the left-turn movement from eastbound Fulton Street to northbound Stanyan Street; this movement is already prohibited on Monday through Saturday (from 4:00 to 6:00 PM). With this change, the intersection would improve to LOS D, with an average delay per vehicle of 34.1 seconds.

2015 TRAFFIC CONDITIONS

By 2015, it is anticipated that three intersections would operate at unacceptable service levels – the signalized intersections of Fulton Street/Stanyan Street and Fulton Street/Eighth Avenue would operate at LOS F, and the worst approach at the unsignalized intersection of Tea Garden/Eighth Avenue would operate at LOS E. The following changes could mitigate the cumulative conditions, at these intersections:

- **Fulton Street/Stanyan Street** - Prohibit the eastbound left-turn movement (as discussed under the Music Concourse Garage conditions); the intersection operations would improve to LOS D, with an average delay of 33.6 seconds per vehicle.
- **Fulton Street/Eighth Avenue** – With Concourse Garage Assumption A analyzed in the EIR, Eighth Avenue was assumed to become the primary vehicle entrance to this area of Golden Gate Park, as discussed on p. 70. For this reason, there would be a substantial increase in traffic volumes at this intersection, leading to relatively high delays per vehicle at each approach. To improve the operating conditions at this intersection, provide an additional northbound lane and a westbound left-turn pocket. With these measures, the intersection operations would improve to LOS D, with an average delay per vehicle of 29.5 seconds. To create sufficient right-of-way for these measures, it would be necessary to remove on-street parking at the northbound and westbound approaches. It should be noted that on-street parking along Eighth Avenue within the park may be eliminated in conjunction with the Music Concourse Garage, resulting in sufficient right-of-way for the additional northbound travel lane.
- **Tea Garden Drive/Eighth Avenue** – With Garage Assumption A, the increase in traffic volumes at the Eighth Avenue entrance would also result in poor operating conditions at the intersection of Tea Garden/Eighth Avenue. Providing two lanes at the southbound approach would improve the operating conditions to LOS C at the worst approach. This measure would require designation of right-of-way, as part of planning for the Concourse area.

B. AIR QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

- *7. The project sponsor would require the contractor(s) to spray the site with water during excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks

hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions.

- *8. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulate and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

C. NOISE

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

- *9. The project sponsor would require project construction contractor(s) to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. If pile-driving is required, the project sponsor would also require that contractors limit pile-driving activity to result in the least disturbance to neighbors.

D. GEOLOGY / TOPOGRAPHY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

- *10. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
- *11. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and

adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

- *12. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

E. WATER QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

The project sponsor would ensure that groundwater from site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance by carrying out the following:

- *13. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission to reduce the amount of sediment entering the combined sewer system.

- *14. The project sponsor would require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission.

F. HAZARDS

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

- *15. In addition to local, state, and federal requirements for handling hazardous materials and soil and groundwater containing chemical contaminants, the project sponsor would enter into a voluntary remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 *et seq.* At a minimum, the project sponsor would undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.
 - a. A Phase I Environmental Site Assessment would be prepared for the project site. It would list current and past uses of the site, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues, including any that warrant further investigation. The assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If warranted on the basis of the Phase I study, a Phase II Environmental Site Assessment would be prepared for the project site. It would involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. The project sponsor would conduct a soil and groundwater investigation to assess the potential for possible fuel releases from former underground fuel storage tanks and ancillary piping and dispensers located on site. Soil or groundwater samples, or both, would be collected throughout the project site as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. This assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If the Phase I or Phase II assessments result in earth-moving activity that requires preparation of a Site Safety and Health Plan, in addition to measures that protect on-site workers, the plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning

signs, and would apply from the time of surface disruption through the completion of earthwork construction.

- b. Prior to any demolition or excavation at the project site, surveys would be conducted to identify any potentially hazardous materials (other than asbestos and lead) in existing buildings or building materials. At a minimum, these surveys would identify any polychlorinated biphenyls, mercury, or other hazardous materials that would require removal and disposal before demolition. These surveys would be completed by a Registered Environmental Assessor or a similarly qualified individual.
- c. All reports and plans prepared in accordance with this mitigation measure would be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report would describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report would be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

V. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) and 21100.1(a) of the California Environmental Quality Act (CEQA), and Section 15126.2(b) of the State CEQA Guidelines, the purpose of this chapter is to identify significant impacts that could not be eliminated or reduced to an insignificant level by implementing mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Chapter IV, Mitigation Measures, p. 81.

With the implementation of mitigation measures outlined in Chapter IV, Mitigation Measures, pp. 81-86, all potential project-specific impacts would be reduced to a less-than-significant level. The project sponsor would be required to implement these mitigation measures as part of project approval. Chapter IV also identifies mitigation measures that would reduce cumulative traffic impacts to less-than-significant levels.

The finding that potential significant impacts would be reduced to less-than-significant levels by implementation of these mitigation measures is subject to final determination by the Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with these alternatives. The project decision-makers could approve an alternative instead of the proposed project, if that alternative would reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in the EIR and in comments received on the Draft EIR.

As discussed in Chapter V, the Draft EIR does not identify project-specific significant environmental effects, and there would be no significant adverse effects of the proposed project that could only be reduced or eliminated by selection of an alternative project design, size, or location. Therefore, this chapter reviews a No-Project Alternative and a Reuse Alternative, and, for informational purposes, discusses locations considered in the past for the New deYoung Museum. The Initial Study, p. A.28, identified the No-Project Alternative, a Lesser Development Alternative, and Off-Site Alternatives for possible review in the EIR. This chapter includes a No-Project Alternative, a Reuse Alternative, and Alternative Locations Considered. Chapters III and V do not identify any project-specific significant adverse effects that could be avoided by implementation of a Lesser Development Alternative, and this chapter thus does not include such an alternative.

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

The No-Project Alternative would entail no change to the site. The proposed deYoung Museum would not be built; the existing buildings, including the Asian Art Museum wing that would be vacated when that institution moves to its new location at the Civic Center, would

remain on the site. The overall space at the site would remain at about 230,000 sq. ft., including about 37,000 of exhibition space, compared to about 300,000 sq. ft. total space, including 75,000 sq. ft. of exhibition space with the proposed project. Under this scenario, if the deYoung Museum were able to continue to operate at the site, it could operate either within its existing space or with use of the vacated Asian Art Museum space. It is not likely that the museum could obtain Federal indemnification for traveling art works; major traveling exhibitions would not be mounted at the deYoung Museum in the future. Existing documented deficient structural, utilities, climate-control, seismic, security and life-safety conditions would remain. The No-Project Alternative could lead to one of several scenarios:

- The museum remains open and continues to operate with limited capacity;
- The museum relocates outside of Golden Gate Park; or
- The museum closes, with the collection put in storage. Some parts of the collection could be exhibited in other local museums, or be provided as loans to institutions elsewhere.

IMPACTS

If the No-Project Alternative were implemented, not all of the impacts associated with the project would occur. To a large extent, the environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter III. If the museum continued to operate after the Asian Art Museum vacates, it would be on a limited basis due to the deficiencies and limitations of the existing buildings. Visitorship would decline with the loss of the Asian Art Museum, which draws visitors to both museums (estimated to be approximately 25% of attendance to both museums). Major traveling exhibitions would not be hosted at the deYoung Museum. Land use, urban design and shadow conditions would not change under this scenario. With a decrease in visitorship, transportation impacts would be slightly less. Continuing to operate on a long-term basis would require substantial upgrades, as discussed in Alternative B, Reuse of Existing Museum Buildings, below. Impacts associated with such upgrades would be the same as discussed under Alternative B.

If the museum relocated outside of Golden Gate Park, environmental impacts could occur at the new site selected. An assessment of those impacts would be subject to site-specific environmental review, and could result in similar impacts as those of the project but at a different location. Alternative sites considered for possible relocation of the museum outside Golden Gate Park are discussed below, in Section C.

If the museum closed, in the absence of another occupant, the existing buildings would continue to deteriorate. The absence of a use at this site and continued deterioration would have adverse effects on Golden Gate Park and the Music Concourse in particular, even though the environmental impacts associated with the project would not occur. Closure of the museum would result in the deterioration of the building and the loss of a cultural institution in Golden Gate Park and would change land use conditions in the park. This loss would be considered inconsistent with the *Golden Gate Park Master Plan* and the *San Francisco General Plan* Recreation and Open Space Element, which call for maintaining existing cultural activities in Golden Gate Park.

This alternative would not meet major project objectives to continue museum use at the site in a seismically safe, upgraded facility with space for growing art collections, expanded educational programs, and a state-of-the-art permanent and temporary exhibition spaces.

Future transportation described as conditions with cumulative development, including potential development of the Concourse garage and renovation of the California Academy of Sciences, would occur (see Chapter III, Transportation, p. 69), but without the project. Therefore, this alternative would not contribute to cumulative transportation impacts.

B. ALTERNATIVE B: REUSE OF EXISTING MUSEUM BUILDINGS

DESCRIPTION

The Reuse of the Existing Museum Buildings Alternative (Reuse Alternative) would include structural, life-safety, hazardous material remediation, climate control, utilities and security

systems, and disabled access upgrades.² The alternative would maintain the existing floor areas and overall configuration of buildings on the site. Overall space would remain at 230,000 sq. ft., compared to 300,000 sq. ft. with the proposed project. For structural reasons, the Reuse Alternative would involve demolition and reconstruction of at least 80% of the interior, as well as portions of the exterior. The rehabilitation would address the following conditions identified in engineering and other studies for the FAMSF.

- Inadequate interior structural columns or walls;
- Shear walls not continuous to the foundation;
- Skylight openings in over 60% of the roof;
- Hollow clay tile walls that provide no structural stability, including many that are cracked;
- Degraded concrete that is cracked or crumbling;
- Unreinforced ceilings, light fixtures, and heating ducts that are held in place only by thin suspended wires;
- The presence of asbestos and other hazardous materials;
- Inadequate fire protection/life safety systems, and emergency exit provisions that do not meet current codes;
- Inadequate climate control systems for maintenance of the art collection;
- Inadequate plumbing, electrical, and security systems that do not meet current codes, or provide latest security technology;
- Limited disabled access to public and office areas.

The FAMSF does not believe this alternative would meet its project objectives, as outlined in Chapter II, p. 1.

IMPACTS

If the Reuse Alternative were implemented, some of the impacts associated with the project would occur. Museum uses would continue at the site although the Asian Art Museum would still vacate. With the upgraded building, some increase in visitorship would be expected, although not to the level analyzed for the project. Transportation effects would be similar to, but

likely reduced, compared to those described in Chapter III. With re-use of the existing buildings, land use, urban design, and shadow conditions would not change. As with the project, there would not be project-specific significant effects on transportation. In contrast to the project, however, this alternative would not reduce the overall building footprint which enables additional landscaping on the project site.

Future transportation described as conditions with cumulative development, including potential development of the Concourse garage and renovation of the California Academy of Sciences, would also occur with this alternative (see Chapter III, p. 69).

C. ALTERNATIVE C: ALTERNATIVE LOCATIONS CONSIDERED

As discussed in Chapter II, Project Description, p. 1, the major objectives of the Fine Arts Museums of San Francisco are specific to rebuilding the deYoung Museum in Golden Gate Park. In 1995-1998, the Trustees of the Fine Arts Museums of San Francisco reviewed development and location options to accomplish goals of providing a structurally sound, upgraded museum at an appropriate site in San Francisco. A 1997 study, *M.H. deYoung Memorial Museum Site Selection Study*, summarized potential museum sites considered, including rebuilding in Golden Gate Park, and presented four finalist sites:¹

- The Transbay District
- Mid-Embarcadero - Davis, Clay, Washington and The Embarcadero
- Broadway and The Embarcadero
- Golden Gate Park

The study ranked each of the four sites, based on size, location, accessibility, context, and development feasibility, and, at the time of the study, identified the Mid-Embarcadero site as the strongest potential site. Briefly, the current status of the final sites is as follows:

- The 3.8-acre Transbay District site assumed the relocation of the Transbay Transit Terminal; that proposal is not currently proceeding, and the site would not be expected to be available in the near term.

- The 2.8-acre Mid-Embarcadero Site, available after demolition of The Embarcadero Freeway, is now proposed primarily for open space, and a possible Butterfly Conservatory.
- The 3-acre Broadway/Embarcadero site, a triangular parcel, is owned by the Port of San Francisco; the Port has offered the site for lease for a hotel development.

The proposed project would rebuild the deYoung Museum at its existing Golden Gate Park site, identified as a candidate location in the Site Selection Study. This approach was the overwhelming choice of the general public expressed during the site review process.

NOTES - Alternatives

1. *M.H. deYoung Memorial Museum Site Selection Study*, prepared for the Fine Arts Museums of San Francisco by Sedway Consulting, ROMA Design Group and Associated Consultants, June 1997. This report is on file and available for public review at the Planning Department, 30 Van Ness Avenue, fourth floor, San Francisco.
2. *New deYoung Museum EIR*, Rehabilitation Statement, June 2000. This report is on file and available for public review at the Planning Department, 30 Van Ness Avenue, fourth floor, San Francisco.

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APPENDIX A. INITIAL STUDY/EIR REQUIREMENT

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: May 6, 2000

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103-2414
Agency Contact Person: Joy Navarrete **Telephone:** (415) 558-5975

Project Title: 1999.455E, New de Young Museum
Project Sponsor: Corporation of the Fine Arts Museums of San Francisco
Project Contact Person: Deborah Frieden
Telephone: (415) 750-3612

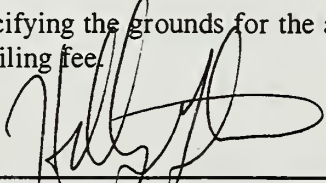
Project Address: 75 South Tea Garden Drive
Assessor's Block(s) and Lot(s): 1700 /1
City and County: San Francisco

Project Description: The proposed project would demolish and reconstruct the M.H. de Young Museum on the site of the existing de Young Museum in Golden Gate Park. The project would include demolition of eight existing buildings, totaling approximately 230,000 sq. ft., which compose the de Young Museum and the Asian Art Museum. The building would include two main levels above grade, one level below grade with a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site. The new building would nearly double current de Young Museum gallery and exhibition space at the site from the existing 37,000 sq. ft. to total about 75,000 sq. ft. The New de Young Museum would include: approximately 15,000 sq. ft. for entry and information areas; approximately 22,000 sq. ft. for public services; a total of approximately 34,000 sq. ft. for curatorial, conservation and administrative areas, and the textiles center; and approximately 19,000 sq. ft. for educational and information uses. The project would remove the 85 existing paved parking spaces for museum staff, currently on the eastern side of the museum, and would not provide replacement parking. The project site is within the P (Public Use) zoning district and within an OS (Open Space) Height and Bulk District.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the City Planning Commission of this Determination that an EIR is required: May 16, 2000 at 5:00 p.m.

An appeal requires: 1) a letter specifying the grounds for the appeal; and,
2) a \$209.00 filing fee.



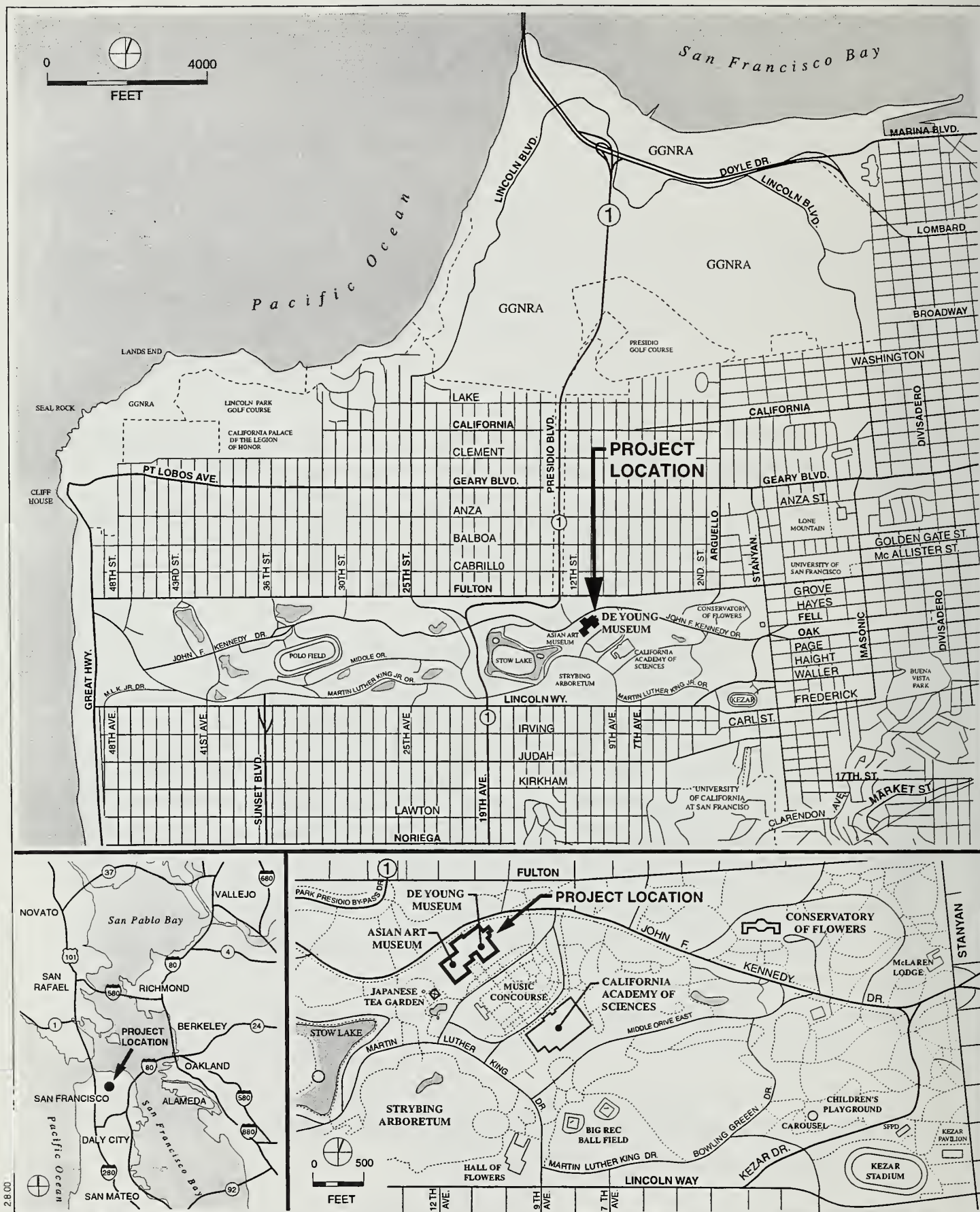
HILLARY E. GITELMAN
Environmental Review Officer
Planning Department

NEW DEYOUNG MUSEUM
INITIAL STUDY
Case No. 1999.455E

I. PROJECT DESCRIPTION

The proposed project would demolish and reconstruct the M.H. de Young Museum on the site of the existing de Young Museum in Golden Gate Park. The existing de Young Museum is one of the Fine Arts Museums of San Francisco, along with the California Palace of Legion of Honor in Lincoln Park, and houses numerous art collections, representing a variety of cultures, including 19th and 20th century American art as well as collections from Central and South America, Africa, and Oceania. The project would include demolition of eight existing buildings, totaling approximately 230,000 sq. ft., which compose the de Young Museum and the Asian Art Museum. The New de Young Museum would include gallery space, a main lobby and courtyard, educational spaces, inner courtyards, café, museum store, observation tower area, curatorial and museum administration offices, a loading dock, art storage and conservation space, and other museum-related uses in one structure.

The project site is at 75 Tea Garden Drive, on the north side of the Music Concourse in Golden Gate Park (see Figure 1). The project site is approximately 340,000 sq. ft. bounded to the north and east by John F. Kennedy Drive, to the south by Tea Garden Drive and to the west by the Hagiwara Japanese Tea Garden. The site is within Lot 1 of Assessor's Block 1700, which includes all of the approximately 1,017-acre Golden Gate Park. The parcel is owned by the City and County of San Francisco. Currently, a portion of the site is used as the Asian Art Museum. The Asian Art Museum wing would be demolished after relocation to their new Civic Center building, planned to occur at the end of 2002. The existing de Young Museum, museum employee parking and landscaped areas occupy the remainder of the project site. The existing de Young Museum and the Asian Art Museum are approximately 40 feet high with a central 125-foot tower at the entrance of the de Young Museum; these structures front approximately 500 feet along Tea Garden Drive north of the Music Concourse. The Music Concourse is public open space characterized by regularly spaced trees, seating and other landscape improvements approximately ten feet below the grade of Tea Garden Drive; the Band Shell is at the west end of the Music Concourse.

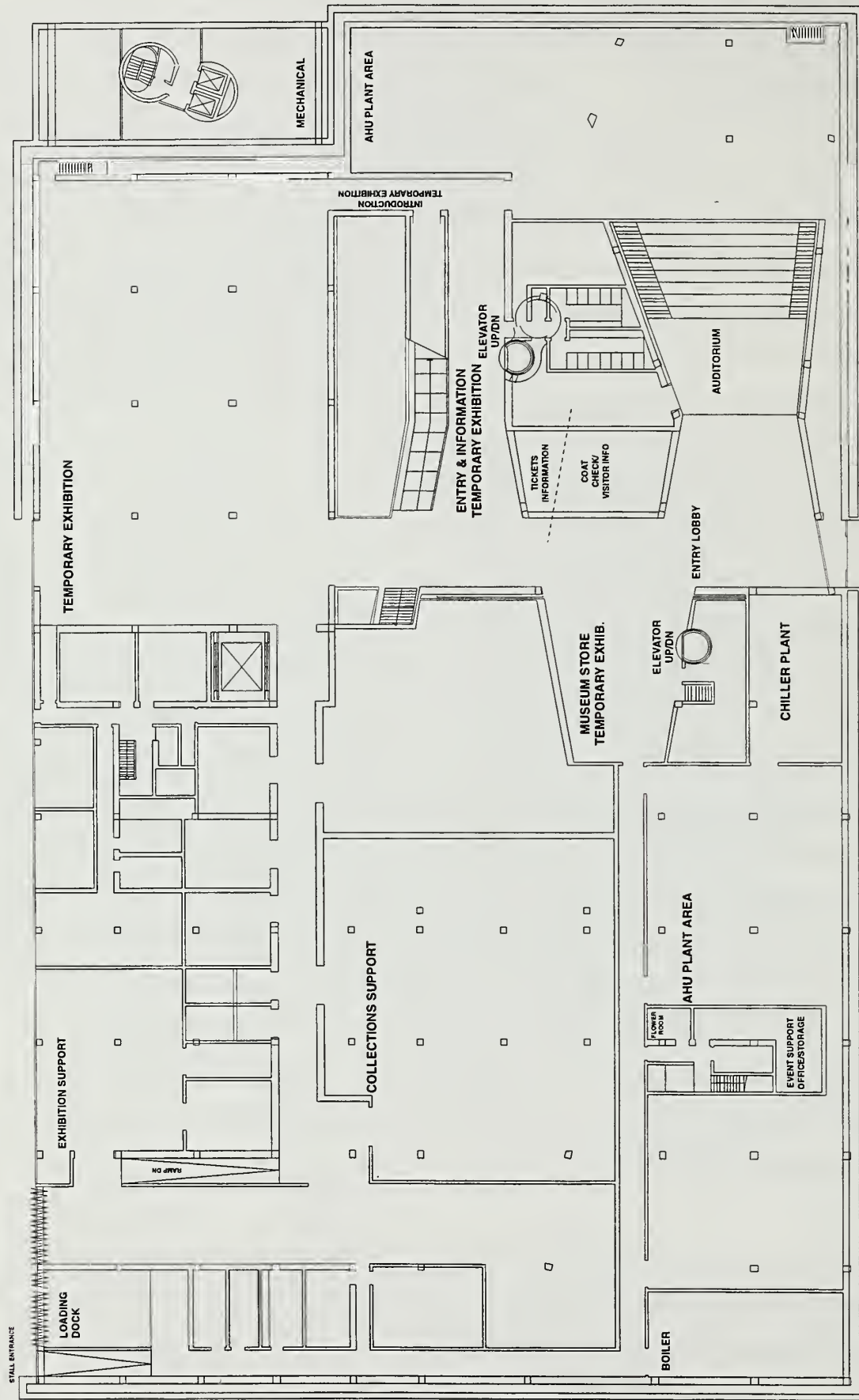


SOURCE: EIP Associates

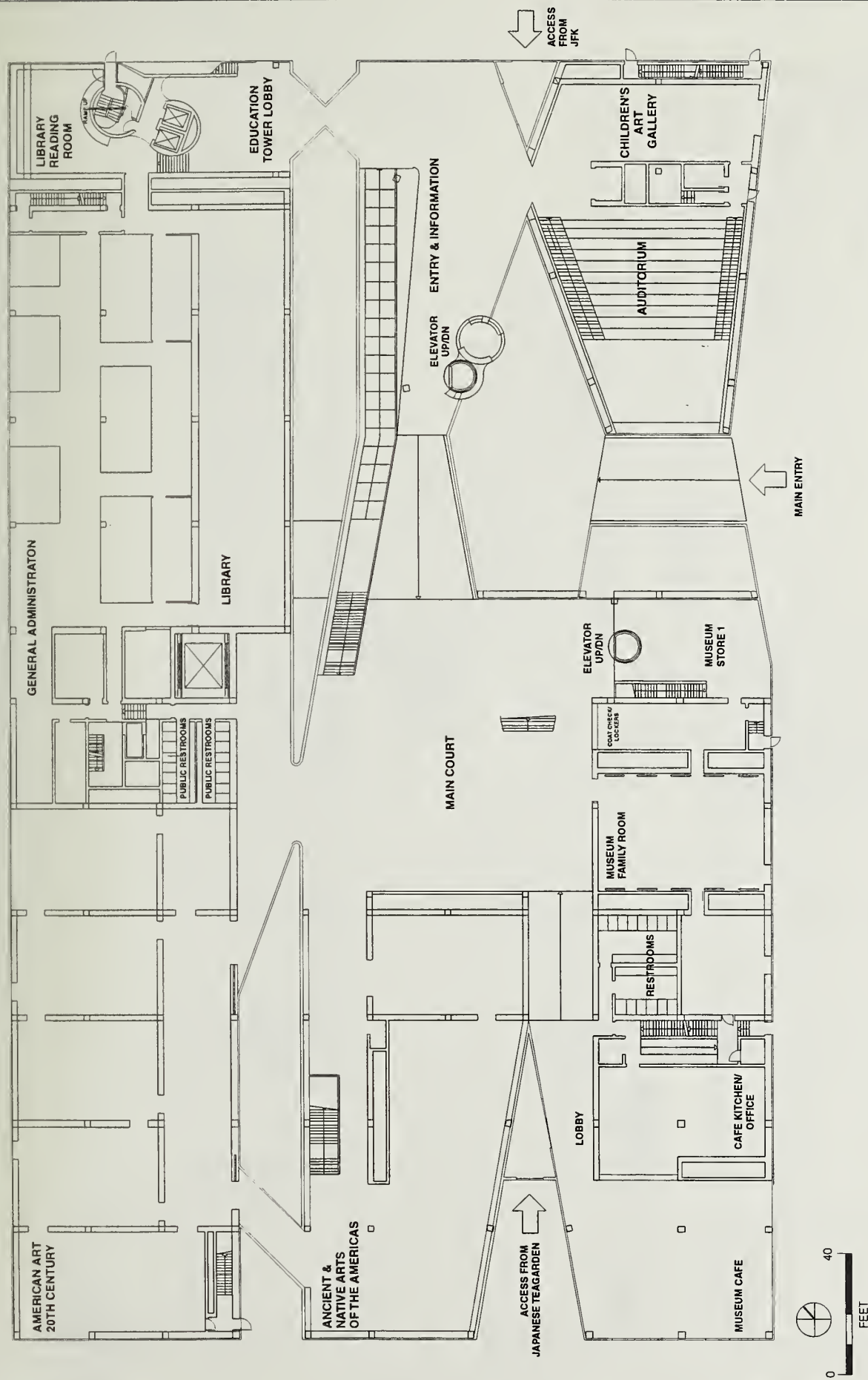
NEW DEYOUNG MUSEUM
FIGURE 1: PROJECT LOCATION

The New de Young Museum would be oriented in a southwest to northeast direction, the orientation of the adjacent Concourse. The building would include two main levels above grade, one level below grade, a varying roof height ranging from 33 to 48 feet, and a 160-foot tower at the northeast corner of the project site (see Figures 2 through 5). The existing tower at the entrance of the de Young Museum is approximately 125 feet in height. Overall, the New de Young Museum would increase the floor area of the museum's functions on a smaller footprint than the existing de Young Museum and Asian Art Museum. The floor area would increase from approximately 230,000 sq. ft. to approximately 300,000 sq. ft. This increase in area on a smaller footprint is possible primarily because of the departure of the Asian Art Museum and because the new plans incorporate a full basement that the current de Young facility does not have. The new building would nearly double museum gallery and exhibition space to total about 75,000 sq. ft., from the existing 37,000 sq. ft. Entry and information areas would increase from approximately 7,000 sq. ft. to 15,000 sq. ft.; public services areas would be increased from approximately 11,000 sq. ft. to 22,000 sq. ft.; curatorial, conservation and administrative areas, and the textiles center would increase from a total of approximately 21,000 sq. ft. to 34,000 sq. ft.; and educational and information uses would increase from approximately 7,800 sq. ft. to 19,000 sq. ft. The basement level would include an auditorium and temporary exhibition galleries, loading docks accessible from John F. Kennedy Drive, storage areas, and mechanical operations. The ground floor would include a café, lobby, visitor information area, interior courtyards, a museum store, gallery space, a Piazzoni Mural room, a library, and administrative offices. The second floor would have galleries for exhibitions of the permanent collection, a flexible gallery, conservation laboratories, and a textile study center. The Educational Tower would include educational uses with volunteer and docent training facilities, a teacher resource center, a library reading room, classrooms, and an observation area. Representative floor plans and building sections are illustrated in Figures 2 through 5.

The museum would be served by a vehicle drop-off area and primary entrance lobby on Tea Garden Drive. Additional entrances would allow non-ticketed access to the museum's lobby west from John F. Kennedy Drive and east from the Japanese Tea Garden. Approximately 85

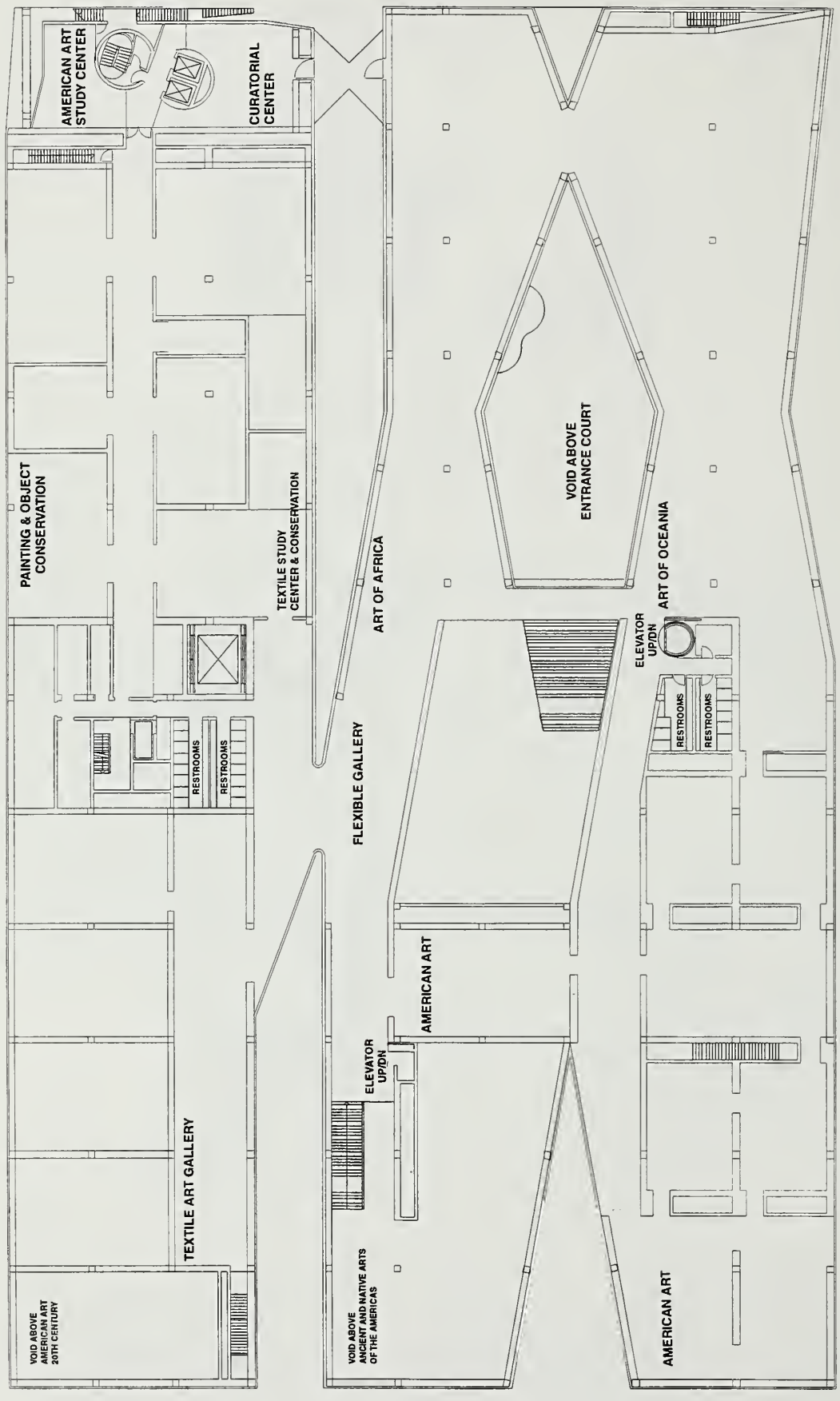


NEW DEYOUNG MUSEUM
FIGURE 2: BASEMENT LEVEL CONCEPTUAL PLAN



NEW DEYOUNG MUSEUM
 FIGURE 3: GROUND FLOOR LEVEL CONCEPTUAL PLAN

SOURCE: de Young Museum

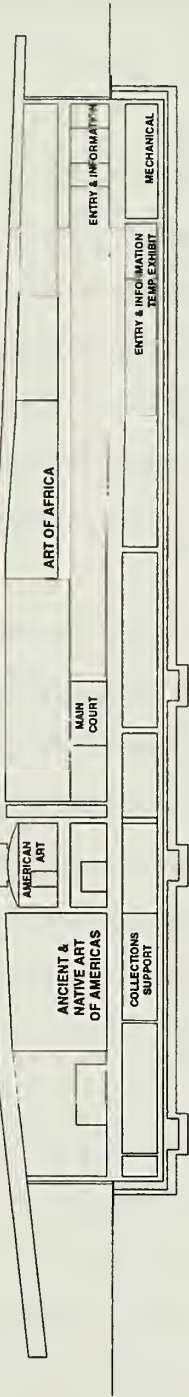


SOURCE: de Young Museum

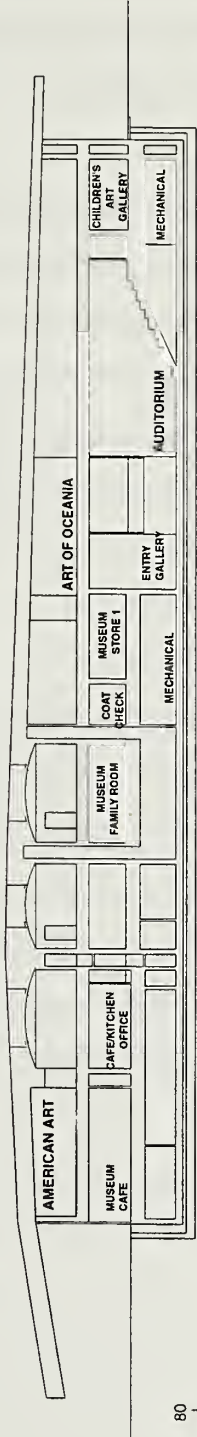
NEW DEYOUNG MUSEUM
FIGURE 4: LEVEL 2 CONCEPTUAL PLAN



NORTH SECTION



CENTRAL SECTION



SOUTH SECTION



NEW DEYOUNG MUSEUM
FIGURE 5: LONGITUDINAL SECTIONS

SOURCE: de Young Museum

existing paved parking spaces for museum staff, currently on the eastern side of the museum, would be removed. The project would not provide replacement parking for the 85 parking spaces. However, the parking garage planned for the Concourse area pursuant to Proposition J adopted by voters in 1998 will provide parking for the de Young Museum and other park and concourse facilities.

Construction, including demolition, foundation, structure, facade and interior work would be expected to last about 36 months. Demolition of the existing de Young Museum and excavation would be completed during the first 4 months. Excavation would be up to approximately 15 feet in depth along the northeast portion of the project in order to allow natural light to enter the basement level. The existing basement, below grade on the northwest portion of the site, would be removed. The proposed project would include excavation of about 65,000 cu. yd. of soil and would fill about 17,000 cu. yd. of the existing basement of the Asian Art Museum.

During construction activities, museum functions, employees and collections would be temporarily relocated to existing sites within the San Francisco Bay area. The employees would be dispersed to a variety of locations depending on the functions they perform. The de Young Museum's collection would go out on tour to a variety of venues around the world in order to make the collections accessible to a broader public during the closure. The balance of the objects would be placed in storage and would not be publicly accessible until the building re-opens to the public.

The project would develop a landscaping/restoration plan in consultation with the Recreation and Park Department, consistent with the Golden Gate Park Master Plan. Present plans include retention of an earth berm, with a row of mature trees atop it along the north edge of the project site along John F. Kennedy Drive behind the existing parking lot. Smaller trees and shrubs covering the area between the earth berm and the sidewalk on John F. Kennedy Drive and along the western edge of John F. Kennedy Drive would be retained or replaced. Existing trees on the site would be saved, relocated or replaced, as determined by a tree

survey of the project site and in consultation with the Recreation and Park Department. The interior courtyards would include new landscaping features. A Pool of Enchantment would be relocated on the site and the existing two Sphinx statues and other sculptures, near the intersection of John F. Kennedy Drive and Tea Garden Drive, would be retained as part of the project. An existing Pool of Enchantment is at the entrance of the de Young Museum fronting Tea Garden Drive.

In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act of 1998, which will improve and landscape the Music Concourse area and construct an underground parking facility with dedicated access routes from outside the park in or about the Concourse area. Formal proposals for the implementation of this plan have not been formulated. The New de Young Museum project is not part of the Golden Gate Park Revitalization Act and is proceeding independently.

The Project Site is within a P (Public Use) zoning district, and within an OS (Open Space) Height and Bulk district. Permitted uses in a P zoning district include public structures of the city and other governmental agencies when in conformity with the *San Francisco General Plan*. Buildings, structures or additions within Golden Gate Park for the de Young Museum must be approved by the Museum's Board of Trustees. Approvals for various aspects of the project may be required from the Board of Supervisors, the Planning Commission, the Recreation and Parks Commission and the Zoning Administrator. There are no specific height and bulk limits in the OS height and bulk district. Height and bulk of buildings and structures are determined in accordance with the objectives and policies of the *San Francisco General Plan*.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the New de Young Museum project to identify its potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to visual quality, transportation and parking, and air quality and climate (including shadows). These issues will be analyzed in an environmental impact report (EIR). Land use will be discussed in the EIR for informational purposes. Topics noted "TO BE DETERMINED" mean that discussion in the EIR will enable a determination whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following effects of the de Young Museum reconstruction project have been determined to be either insignificant or to be mitigated through measures included in the project: land-use, population, utilities and public services, biology, geology and topography, water, energy and natural resources, hazards, and cultural resources (including archaeological and historic architectural resources). These issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	—	<u>X</u>
*2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	—	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The project site is within a P (Public Use) zoning district, and within an OS (Open Space) Height and Bulk district. As a continuation of existing museum activities at this location in Golden Gate Park, the new de Young Museum would be compatible with existing land use controls, zoning and would not be anticipated to require amendments to the *San Francisco General Plan* or amendments to zoning. There are no specific height and bulk limits within Open Space Height and Bulk districts. Height and bulk of buildings and structures in Open Space Districts are determined, as part of project approval, in accordance with the objectives, principles and policies and in conformity with the Master Plan (San Francisco Planning Code Section 290). The project would not conflict with the Golden Gate Park Master Plan, which was proposed to implement needed infrastructure and disabled access improvements in Golden Gate Park. The Golden Gate Park Master Plan EIR, certified in July 1998, and adoption of the Master Plan by the Recreation and Park Commission do not preclude responsible planning efforts regarding the future of cultural institutions, such as the de Young Museum, in Golden Gate Park. Information and analysis contained in the EIR for the Golden Gate Master Plan will be utilized and relied upon in the environmental review of the proposed project as appropriate. The project related parking requirements would be met by the proposed parking facility approved by the voters in Proposition J. If for any reason the parking facility's schedule for completion does not track that of the proposed project, a variance to the Planning Code may be required. The EIR will discuss necessary project approvals and will review the project in relation to the *General Plan* and City Planning Code.

B. ENVIRONMENTAL EFFECTS

1. Land Use

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or divide the physical arrangement of an established community?	<u> </u>	<u> X </u>	<u> X </u>
b. Have any substantial impact upon the existing character of the vicinity?	<u> </u>	<u> X </u>	<u> X </u>

The project site is located in Golden Gate Park and has been the site of the M.H. de Young Museum since 1894. The de Young Museum is surrounded by other open space uses in the park; the Hagiwara Japanese Tea Garden is located west of the project site, to the north and east are landscaped open space, and the Music Concourse is south of the project site. The California Academy of Sciences is south of the project site, across the Concourse.

While the project would increase the overall floor area of the de Young Museum, it is not anticipated to significantly intensify activity on the site beyond that which currently exists for both the de Young and Asian Art Museums. The Project activity would be consistent with existing land uses on the site. The project would not disrupt or divide the physical arrangement of a community. The project would not have a significant effect on land use; however, this topic will be discussed in the EIR for informational purposes.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The scale of the project in relation to surrounding environment will be discussed in the EIR under the Visual Quality topic.

2. Visual Quality

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Have a substantial, demonstrable negative aesthetic effect?	TO BE DETERMINED _____	_____	_____
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	TO BE DETERMINED _____	_____	_____
c. Generate obtrusive light or glare substantially impacting other properties?	_____	<u>X</u>	<u>X</u>

The proposed project would reconstruct the de Young Museum on the site of the existing de Young Museum in Golden Gate Park. The proposed project would include demolition of 8 existing buildings, a total of approximately 230,000 sq. ft., ranging from approximately 29- to 40-feet in height and the 125-foot de Young Museum tower, which compose the de Young Museum and the Asian Art Museum. A 160-foot tower would rise above the northeast corner of the new building. The project would change views of the site from the Concourse, Tea Garden Drive, and John F. Kennedy Drive, and would replace views of the existing de Young Museum buildings. The new tower could be visible from north of Fulton Street, from other surrounding neighborhoods and from locations within Golden Gate Park.

The EIR will identify key street level view points, including views of the project from north of Fulton Street and from Golden Gate Park.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss glare. The EIR will discuss the project's design, appearance, possible effects on views and its relation to the scale of surrounding development.

3. Population

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Induce substantial growth or concentration of population?	_____	<u>X</u>	<u>X</u>
*b. Displace a large number of people (involving either housing or employment)?	_____	<u>X</u>	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u> </u>	<u> X </u>	<u> X </u>

The proposed project would reconstruct the M.H. de Young Museum on the site of the existing de Young Museum. The project would demolish a total of approximately 230,000 square feet of museum uses, which compose the de Young Museum and the Asian Art Museum.

Demolition of existing buildings on site would temporarily displace the existing museums and about 160 employees of the de Young and Asian Art Museums. The de Young Museum employees would be expected to temporarily relocate within San Francisco. Employees of the Asian Art Museum will be permanently relocated to the Asian Art Museum's new Civic Center building at the end of 2002. During construction activities, museum functions, employees and collections would be temporarily relocated to existing sites within the San Francisco Bay area. The employees would be dispersed to a variety of locations depending on the functions they perform. The de Young Museum's collection would go out on tour to a variety of venues around the world in order to make the collections accessible to a broader public during the closure. The balance of the objects would be placed in storage and would not be publicly accessible until the building re-opens to the public.

The proposed project would not be expected to add a significant number of employees to San Francisco's economy. The number of the de Young Museum's professional, operations and educational employees is not expected to increase substantially. It is anticipated that some additional staff may be required; however, any increase in staff for the de Young Museum would be well within the number currently employed by the Asian Art Museum, which will be moving to another site. An increase in volunteer and docent staff is projected to increase by up to 50%, or up to approximately 30 volunteers and 6 docents during major temporary exhibitions, which occur once a year. A 50% staff increase of up to 10 volunteers and 6 docents is predicted to occur during regular exhibitions; this increase in de Young Museum staff would not represent a number of volunteers and docents greater than that currently employed on the site by the departing Asian Art Museum. This potential increase in employment would be small in the context of total employment in San Francisco.

Recent visitorship to the de Young Museum has been as low as 300,000 visitors per year, due to the museum's inability to insure and, therefore, hold large touring exhibitions; however, over the last ten years, the museum's attendance averaged approximately 575,000 per year. The proposed project would be expected to have approximately 600,000 visitors per year to the site after the completion of the New de Young Museum and the departure of the Asian Art Museum; while representing a substantial increase in visitors to the de Young Museum, it does not represent a substantial increase in visitors to the site. On an average basis, the net increase of visitors to the site is anticipated to be approximately 25,000 visitors per year. The effect of increased numbers of visitors on transportation and related effects will be discussed in the EIR.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The project would not construct housing nor displace existing housing. The proposed project would not create a substantial demand for new housing.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur, and these issues require no further analysis in the EIR.

4. Transportation

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	TO BE DETERMINED — — —		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	TO BE DETERMINED — — —		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	TO BE DETERMINED — — —		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	TO BE DETERMINED — — —		

The museum uses could place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts.

5. Noise

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Increase substantially the ambient noise levels for adjoining areas?	TO BE DETERMINED — — —		
b. Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

The New de Young Museum, the California Academy of Sciences, the Hagiwara Japanese Tea Garden, and the Shakespeare Garden are identified in the Golden Gate Master Plan as sensitive

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

noise receptors within Golden Gate Park. These outside areas designated for ceremonies and meditation, and museums and educational facilities may be affected by construction noise resulting from the project as demolition, excavation, and building construction would temporarily increase noise in the project area. The proposed project is not anticipated to require pile driving during construction, which would generate noise and possibly vibrations that could be considered an annoyance by occupants and park users in these nearby areas. Noise levels at receptors near the project site would depend on their distance from the source and on the presence or absence of noise barriers. Vibrations from the construction activities could be felt in adjacent buildings, which include museum, educational, and outdoor park uses. To mitigate any impacts associated with noise generated from construction activities, the project would comply with regulations set forth in the San Francisco Noise Ordinance.

Construction, including demolition, foundation, structure, facade, and interior work would be expected to last about 36 months. Although construction noise could annoy nearby workers and visitors to Golden Gate Park and its facilities, particularly those adjacent to the project site, the impacts would be temporary and would generally be limited to a period of several months during which the foundations and exterior structural and facade elements would be built. Interior construction noise would be substantially reduced by the exterior walls. If pile driving is required during project construction, implementation of the mitigation measure included as part of the project, as identified on page 25, and would ensure that such activity would be limited so as to result in the least disturbance to neighboring uses. Therefore, construction noise impacts would not be considered significant, and the EIR will not discuss them further.

Construction activities at the Music Concourse area related to Proposition J, the Golden Gate Park Revitalization Act of 1998, and the Academy of Sciences would also create noise effects; however, the schedule for Concourse improvements is unknown. The New de Young Museum project is not part of the Golden Gate Park Revitalization Act and is proceeding independently. The EIR will consider cumulative noise effects of the Concourse projects, to the extent that information is available.

6. Air Quality / Climate

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	TO BE DETERMINED		
	—	—	—
*b. Expose sensitive receptors to substantial pollutant concentrations?	TO BE DETERMINED		
	—	—	—
c. Permeate its vicinity with objectionable odors?	—	<u>X</u>	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?			
	TO BE DETERMINED		
	—	—	—

Construction Emissions

During construction, air quality could potentially be affected for a short period. Heavy equipment could create fugitive dust and emit nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM₁₀) as a result of diesel fuel combustion. The primary pollutant of concern in fugitive dust would be PM₁₀.

Construction emissions would be short term and temporary, but could still cause adverse effects on local air quality. Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM₁₀ control measures for construction activities. The project includes these measures (see pp. 25-26) to reduce the effects of construction activities to an insignificant level. Because the project would include these mitigation measures, it would not cause significant construction-related air quality effects. Therefore, the EIR will not address these effects further.

Emissions from Operations

The extent of foreseeable traffic increases has not been determined. The project could potentially result in air quality impacts if traffic volumes increase substantially. The EIR will calculate emissions and compare them to applicable significance thresholds published by the Bay Area Air Quality Management District. Carbon monoxide emissions and the possibility of exceeding carbon monoxide standards at congested intersections and nearby sensitive receptors could be of particular concern.

Shadows

Section 295 of the City Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The proposed structure, exclusive of the 160-foot Educational Tower, would not exceed an average overall height of 40 feet; however, the Educational Tower could increase shadows on open spaces in Golden Gate Park; therefore, a shadow study will be completed and the EIR will discuss its results.

Wind

The proposed project would maintain the approximate overall height of the existing structures on the site, with the exception of the proposed 160-foot Education Tower, and would not create the potential to channel wind or create discomfort for pedestrians and people in nearby

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

seating areas.¹ The Educational Tower would extend upward into stronger wind at higher levels but would be a narrow structure without a continuous face into prevailing wind and an unusual shape that would tend to diminish wind effects. Any wind accelerations generated by the tower would occur at the rooftop of the main building and would not affect ground-level pedestrian comfort. In addition, the project site is largely sheltered from prevailing winds by the existing dense forest upwind. Therefore, wind conditions impacts would not be considered significant, and the EIR will not discuss them further.

7. Utilities / Public Services

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	<u>—</u>	<u>X</u>	<u>X</u>
b. Extend a sewer trunk line with capacity to serve new development?	<u>—</u>	<u>X</u>	<u>X</u>
c. Substantially increase demand for schools, recreation or other public facilities?	<u>—</u>	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	<u>—</u>	<u>X</u>	<u>X</u>

The project would replace existing museum uses with similar uses, albeit generating somewhat more increased activity. The project would not substantially increase existing solid waste, water demand, or wastewater at the project site. Therefore, the EIR will not discuss these issues further.

As a museum use, the project would not directly change the demand for schools, recreation or other public facilities.

The project site presently receives police and fire protection services, and the project would create little additional demand for fire and police services in the area. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services in Golden Gate Park. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons, the EIR will not discuss further police or fire protection services.

The project site is already served by power utilities and communication facilities. The new building would tap into the existing power and communications grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation, and the EIR will not discuss this issue further.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

8. Biology

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	<u>X</u>
c. Require removal of substantial numbers of mature, scenic trees?	___	<u>X</u>	<u>X</u>

The proposed project site is within Golden Gate Park, an area where intensive landscaping and landscaping maintenance activities have occurred since 1871. As such, the overall suitability for wildlife habitat and native and naturalized plant species has decreased since the late 1800s.² The project site is not identified in the Golden Gate Park Master Plan as a known area of wildlife species habitation or native and/or naturalized plant species and development of the site would not affect any rare, threatened or endangered plants, animals or habitats.³ The project would not interfere with any resident or migratory species. Therefore, this topic will not be discussed in the EIR.

The de Young Museum has retained a consultant arborist to prepare a tree survey report for review of tree species, location, and condition. This information will be used to plan landscape features for the New de Young Museum.

9. Geology / Topology

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	<u>X</u>

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element). The project site is not in an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

The Department of Building Inspection, in its review of the building permit application, requires the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazards at the site and recommends project design and construction features to reduce the hazards. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the Department of Building Inspection reviews the geotechnical report and building plans for a proposed project, it determines necessary engineering and design features for the project to reduce potential damage to structures from ground shaking. The project includes a mitigation measure (see p. 26) to facilitate Building Code compliance and reduce potential geological hazards. In this way, potential damage to structures from geologic hazards at a project site would be ameliorated through the Department of Building Inspection requirement for a geotechnical report and review of the building permit application. A geotechnical report was prepared for the de Young Museum by Rutherford & Chekene Consulting Engineers as part of temporary seismic repair work in 1993.

The project would include excavation on the site for the removal of existing basement facilities and construction of a new basement level. Excavation would displace approximately 65,000 cu. yd. of soil and would fill about 17,000 cu. yd. of an existing basement of the Asian Art Museum. The project would not significantly alter the topography of the site, or otherwise affect any unique geologic or physical features of the site.

No further analysis of geology and seismicity is required in the EIR.

10. Water

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially degrade water quality, or contaminate a public water supply?	<u> </u>	<u> X </u>	<u> X </u>
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<u> </u>	<u> X </u>	<u> X </u>
*c. Cause substantial flooding, erosion or siltation?	<u> </u>	<u> X </u>	<u> X </u>

The project would include excavation to about 15 feet in depth beneath the existing first level of the existing de Young Museum. Dewatering could be required. Any groundwater encountered during construction would be subject to the requirements of the San Francisco Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before being discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works would be notified if the project were to require dewatering.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. The project would include mitigation measures to reduce the potential water quality effects of dewatering (see pp. 26-27).

No further analysis of water resources is required in the EIR.

The project site is almost entirely paved or covered by landscaping and structures. The New de Young museum would have a reduced footprint of approximately 86,500 sq. ft., as compared to the existing 136,000 sq. ft.; therefore, the project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the combined sewer system. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements.

11. Energy / Natural Resources

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	___
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	___

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy. Therefore, energy consumption requires no further analysis and will not be discussed in the EIR.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

12. Hazards

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
*b. Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

Hazardous Materials Use

The project would involve handling relatively small quantities of potentially hazardous materials (i.e., toxic, corrosive, flammable, or reactive materials) to create or restore artwork and to undertake routine business activities. Examples of such materials include paints, thinners, inks, photography chemicals, adhesives, aerosols, and toners. Commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most would be consumed through use, resulting in relatively little waste. Employers are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, project-related hazardous materials use would not be considered to pose any substantial public health or safety hazards.

Soil and Groundwater

Soil and groundwater conditions at the project site have not been thoroughly investigated; however, the site does not appear on the *State of California Hazardous Waste and Substances Sites List*.⁴ An underground fuel storage tank installed in the 1930s was removed in 1996. Soil samples collected at that time did not contain detectable levels of diesel or benzene. The samples did contain an unknown petroleum hydrocarbon, but an unauthorized release was not considered likely to have occurred; therefore, the site was recommended for closure in January 1997.⁵ The Department of Public Health accepted the 1997 report and has not required any further investigation. Recent project geotechnical investigation of the groundwater in the area of the de Young Museum indicates that the groundwater level is deep within the soil layers. As such, excavation and construction of the proposed project, which would not exceed 15 feet, would not have the potential to impact groundwater.

Project plans call for the excavation and removal of roughly 65,000 cubic feet of soil to accommodate the underground portions of the project. If residual soil and groundwater contamination were to exist in areas to be excavated, contaminated soil or groundwater could be encountered during excavation and other earth-moving activities. Without appropriate safeguards, such activities could potentially expose workers and possibly the public to chemical compounds in soils, soil gases (gases or vapors, mostly air, trapped within soil), or groundwater. Exposure would most likely occur through skin contact or inhalation. Workers

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

directly engaged in on-site activities would face the greatest potential for exposure to contaminants. The public could also be exposed if access to the construction site were insufficiently controlled. Hazardous materials exposure could cause various short-term or long-term health effects specific to each chemical present at the site if present in sufficient concentration and duration.

Soil and groundwater contaminants would need to be characterized adequately to ensure that appropriate plans are implemented for soil and groundwater handling. Any contaminated soil or groundwater disturbed at the site would need to be managed appropriately, and residual risks to future occupants of the site would need to be kept within acceptable levels as determined by the San Francisco Department of Public Health and other oversight agencies. Unless soil and groundwater management plans are adequately prepared and implemented, the project could pose a significant impact by potentially creating a substantial human health hazard or involving the disposal of materials in a manner that poses substantial hazards.

The project includes a mitigation measure to further characterize soil and groundwater conditions (pp. 27-28). If additional environmental studies conclude that soil and groundwater conditions could pose significant human health or safety hazards, a Site Safety and Health Plan would need to be prepared pursuant to California Division of Occupational Safety and Health requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety.⁶ Under these requirements, the Site Safety and Health Plan would need to be prepared prior to initiating any earth-moving activities at the site. The plan would contain policies and procedures to protect site workers from potential health and safety impacts related to contaminated soil and groundwater. The plan would apply to all site activities through the completion of earthwork construction. It would include specific training requirements and personal protection equipment for on-site workers. The Site Safety and Health Plan is not required to include measures to minimize the potential for public exposure. A mitigation measure is included to minimize potential public exposure (pp. 27-28).

Building Materials

The building to be demolished contains asbestos and lead.⁷ Asbestos has been identified in caulking, insulation, grout, mastic, vapor barrier, and flooring, among other materials on site. Lead-based paints have been identified on coated surfaces, but most were in good condition with little or no peeling or flaking. The Bay Area Air Quality Management District regulates airborne asbestos and is to be notified ten days in advance of any proposed demolition. It randomly inspects asbestos removal operations. The California Division of Occupational Safety and Health is also to be notified of asbestos abatement operations. It oversees requirements placed on asbestos abatement contractors whenever asbestos-related work involves 100 sq. ft. or more of asbestos-containing material. Demolition activities involving lead-based paint are to comply with Chapter 36 of the *San Francisco Building Code*. The ordinance requires that containment barriers be at least as protective of human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development.⁸

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

In addition to asbestos and lead, the building could also contain polychlorinated biphenyls (PCBs), mercury, or other hazardous materials. In the past, PCBs were commonly installed in electrical transformers and fluorescent light ballasts. Mercury is common in electrical switches and fluorescent light bulbs. If hazardous materials exist in facilities to be demolished, they could pose hazards to workers, Golden Gate Park visitors, or the natural environment if not properly removed before demolition. However, the project includes a mitigation measure to reduce the potential health risks associated with potentially hazardous building materials by securing the investigation, removal, and disposal of such materials prior to demolition (see pp. 27-28). The measure would ensure compliance with existing regulations applicable to the management of any potentially hazardous building components. For example, PCBs are regulated under the federal Toxic Substances Control Act of 1976, and mercury is regulated as a hazardous waste. These existing laws and regulations would help to ensure the health and safety of workers, neighbors, and the natural environment.

Fire Safety and Emergency Access

San Francisco ensures fire safety through provisions of the Building Code and Fire Code. Existing buildings are required to meet standards contained in these codes. The proposed project would also conform to these standards, which may include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be addressed during the permit review process.

With implementation of the mitigation measures included as part of the project, as identified on pp. 27-28, potential health and safety issues related to future hazardous materials use, contaminated soil and groundwater, potentially hazardous building components, and fire safety and emergency access would be reduced to less-than-significant levels. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13. Cultural Resources

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>—</u>	<u>X</u>	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<u>—</u>	<u>X</u>	<u>X</u>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>—</u>	<u>X</u>	<u>X</u>

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

Archaeological/Cultural Resources

The proposed project would include excavation of about 65,000 cu. yd. of soil and would fill about 17,000 cu. yd. of the existing basement of the Asian Art Museum. The proposed project site is within Golden Gate Park, an area where intensive fill and grading activities have occurred since 1871. Previous construction activities associated with the existing structures, such as excavation, grading and other ground disturbances, have occurred at the project site. No known prehistoric or historic archaeological sites exist at the project site or within the project vicinity. As such, the project would not disrupt or adversely affect a prehistoric or historic archaeological site. Archaeological resources will not be discussed in the EIR.

Historical Resources

The proposed project would demolish all 8 buildings that comprise the de Young Museum and the Asian Art Museum. The project site has been occupied, expanded and modified since 1894 when the first building was built on the site for the California Midwinter International Exposition; however, only museum specific uses have used the site since that time. The New de Young Museum would not conflict with established uses at the site.

A report prepared for the Fine Arts Museums of San Francisco in August 1994, *An Architectural History of the M.H. de Young Museum, Golden Gate Park, San Francisco*,⁹ outlines the history of the de Young Museum and the evolution of the 8 structures comprising the existing de Young Museum. The report identifies five distinct periods of construction at the project site, which represent major independent changes to the de Young Museum. These periods, which can be identified by major differences in appearance and character of the de Young Museum, include: construction of the Fine Arts Building of the California Midwinter International Exposition, designed by architect C.C. McDougall, in 1894; construction of the M.H. de Young Memorial Museum, designed by Louis Christian Mullgardt, in 1917-1921; expansion by Weeks and Day in 1925; central expansion and interior remodeling and demolition of the 1894 building, designed by Frederick H. Meyer; exterior remodeling, by City Architect Dodge A. Reidy, in 1949; and demolition of the west wing and construction of the Brundage Wing designed by Gardiner Dailey, in 1964. The Spanish style exterior ornamentation of the M.H. de Young Memorial Museum, as constructed between 1917 and 1921, was replaced during extensive remodeling in 1949 with the modernistic, smooth stucco walls that can be seen today. The 8 existing structures do not reflect a cohesive overall architectural character of the de Young Museum, they are an amalgam of cumulative changes.

There are no historic districts or properties listed in City, state or federal inventories on the project site or within the project vicinity. The de Young Museum is not listed on the National Register of Historic Places or the California Register of Historical Resources nor is it subject to the provisions of Article 10 or Article 11 of the City Planning Code. Despite their long association with the de Young Museum, existing interior detailing and prominent elements of the museum site, such as the Hearst Court and the Pool of Enchantment, are not considered significant resources. Thus, these issues will not be discussed in the EIR. The project includes plans to retain the two sphinx statues and other sculptures on the site as well as to relocate a Pool of Enchantment.

* Derived from *State CEQA Guidelines* Appendix G; normally a significant effect.

C. OTHER

Require approval of permits from
City Departments other than the Department
of City Planning or Bureau of
Building Inspection or from Regional,
State or Federal Agencies?

Yes No Discussed

— X —

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	—	<u>X</u>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	—	<u>X</u>	—	—

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a chapter describing mitigation measures proposed as part of the project and measures that would be, or could be, adopted to reduce potential adverse project effects identified in the EIR.

Construction Noise

1. The project sponsor would require project construction contractor(s) to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. If pile driving is required, the project sponsor would also require that contractors limit pile driving activity to result in the least disturbance to neighbors.

Air Quality / Climate

2. The project sponsor would require the contractor(s) to spray the site with water during excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions.
3. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, The project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of

specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

Geology / Topography

4. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
5. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be born by The project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

6. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Water Quality

7. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary

by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

8. The project sponsor would require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Hazards

9. In addition to local, state, and federal requirements for handling hazardous materials and soil and groundwater containing chemical contaminants, the project sponsor would enter into a voluntary remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 *et seq.* At a minimum, the project sponsor would undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. A Phase I Environmental Site Assessment would be prepared for the project site. It would list current and past uses of the site, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues, including any that warrant further investigation. The assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If warranted on the basis of the Phase I study, a Phase II Environmental Site Assessment would be prepared for the project site. It would involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. The project sponsor would conduct a soil and groundwater investigation to assess the potential for possible fuel releases from former underground fuel storage tanks and ancillary piping and dispensers located on site. Soil or groundwater samples, or both, would be collected throughout the project site as directed by the site assessment consultant. Sampling would extend at least to depths proposed for excavation. This assessment would be completed by a Registered Environmental Assessor or similarly qualified individual prior to initiating any earth-moving activities at the project site.

If the Phase I or Phase II assessments result in earth-moving activity that requires preparation of a Site Safety and Health Plan, in addition to measures that protect on-site workers, the plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs, and would apply from the time of surface disruption through the completion of earthwork construction.

- b. Prior to any demolition or excavation at the project site, surveys would be conducted to identify any potentially hazardous materials (other than asbestos and lead) in existing buildings or building materials. At a minimum, these surveys would identify any polychlorinated biphenyls, mercury, or other hazardous materials that would require removal and disposal before demolition. These surveys would be completed by a Registered Environmental Assessor or a similarly qualified individual.
- c. All reports and plans prepared in accordance with this mitigation measure would be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report would describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report would be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

E. ALTERNATIVES

The EIR will discuss a variety of alternatives to the project that would reduce or eliminate any significant environmental effects. At the least, the EIR will including the following:

- No-Project Alternative
- Lesser Development Alternative (reduced tower height, smaller project or reduced floor area)
- Off-site Alternatives

F. MANDATORY FINDINGS OF SIGNIFICANCE

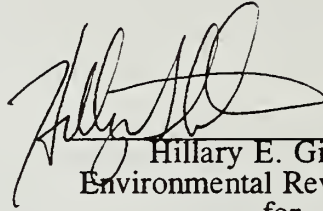
	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history	___	<u>X</u>	___
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	<u>X</u>	___
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	TO BE DETERMINED		
	___	___	___
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	TO BE DETERMINED		
	___	___	___

G. ON THE BASIS OF THIS INITIAL STUDY

- ___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ___, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date 5/6/00


Hillary E. Gitelman
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Notes:

1. Donald Ballanti, Certified Consulting Meteorologist, *Wind Impact Evaluation of the Proposed New de Young Museum Project, San Francisco*, letter to EIP Associates, December 8, 1999.
2. Golden Gate Park Draft Master Plan Final Environmental Impact Report, July 9, 1998, pp. 146-147.
3. The Golden Gate Park Draft Master Plan Final Environmental Impact Report (July 9, 1998) includes a figure to identify sensitive biological resources or other biological resources of local interest. This figure, identified as Figure 28 on p. 152 of the Final EIR, does not identify such resources on, or in close proximity to, the project site.
4. California Department of Toxic Substances Control, *State of California Hazardous Waste and Substances Sites List*, April 1998, pp. 240-245.
5. Tetra Tech, Inc., *Final Underground Storage Tank Removal Report for M.H. deYoung Museum, Golden Gate Park, San Francisco, California*, prepared for City and County of San Francisco, Department of Public Works, January 1997.
6. California Code of Regulations, Title 8, Section 5192, "Hazardous Waste Operations and Emergency Response."

National Institute for Occupational Safety and Health, U.S. Occupational Safety and Health Administration, U.S. Coast Guard, and U.S. Environmental Protection Agency, *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities*, U.S. Department of Health and Human Services Publication No. 85-115, October 1985.

7. SCA Environmental, Inc., *Survey for Asbestos-Containing Materials and Lead-Based Paints, M.H. DeYoung Museum* (CAM No. 171), prepared for The Fine Arts Museums of San Francisco, May 1999.
8. U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995 (Chapter 7 revised 1997).
9. Michael R. Corbett, *An Architectural History of the M.H. de Young Memorial Museum, Golden Gate Park, San Francisco*, August 1994.

APPENDIX B. TRANSPORTATION

TABLE B.1

Level of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay per Vehicle (sec)	Volume to Capacity Ratio
A	≤ 5.0	0.00 - 0.59
B	> 5.0 to ≤ 15.0	0.60 - 0.69
C	> 15.0 to ≤ 25.0	0.70 - 0.79
D	> 25.0 to ≤ 40.0	0.80 - 0.89
E	> 40.0 to ≤ 60.0	0.90 - 0.99
F	> 60.0	1.00 or greater

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994 and V and C Ratio from Transportation Research Circular #212, Transportation Research Board, Washington D.C., 1980.

LOS A - Delays of less than 5 seconds

This level of service occurs when progression is extremely favorable. Most vehicles arrive during the green phase and are not required to stop. Short cycle lengths may also contribute to low delay.

LOS B - Delays of greater than 5.0 seconds to 15.0 seconds or less

This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

LOS C - Delays of greater than 15.0 seconds to 25 seconds or less

These higher delays may result from fair progression, longer cycle lengths, or both. Drivers may occasionally be required to wait through more than one signal cycle (red phase). The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D - Delays of greater than 25.0 seconds to 40.0 seconds or less

At level of service D, congestion becomes more noticeable. Longer delays may result from a combination of unfavorable progression, long cycle lengths, or high volume to capacity (v and c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. The number of drivers having to wait through more than one red phase is noticeable.

LOS E - Delays of greater than 40.0 seconds to 60.0 seconds or less

This level is considered by many agencies to be the limit of acceptable delay. The high range of delays generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Drivers frequently are unable to clear the intersection on the first green phase.

LOS F - Delays in excess of 60.0 seconds per vehicle

This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios.

TABLE B.2 Level of Service Criteria for Unsignalized Intersections	
Level of Service	Stopped Delay per Vehicle (sec)
A	≤ 5.0
B	> 5.0 to ≤ 10.0
C	> 10.0 to ≤ 20.0
D	> 20.0 to ≤ 30.0
E	> 30.0 to ≤ 45.0
F	> 45.0

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994.
The Duffey Company.

For unsignalized intersections, the level of service is calculated by approach and is based on the type of control and the volume of opposing traffic. The average total delay for a particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The delay thresholds for each level of service are lower than for signalized intersections due to driver expectations and perceptions. Delays experienced at a stop controlled street may be more onerous because the driver must be constantly alert to oncoming traffic and the availability of gaps to enter and cross traffic. Also the degree of variability in delays is greater for unsignalized intersections because the traffic flows are not controlled in the same manner. The levels of service range from LOS A where there are sufficient gaps to pull across traffic with less than a 5.0 second delay to LOS F where there are insufficient gaps of adequate size to allow side street traffic to cross safely through a major street traffic stream.

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Hillary E. Gitelman, EIR Coordinator
1999.455E - New deYoung Museum Project

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Major Environmental Analysis

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

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